THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. St. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
H. B. M.'s Legation, Yedo, 20th July, 1861.
LAURENCE OLIPHANT,
Secretary of Legation.

Vol. XV., N°. 737. SHANGHAI, SATURDAY, SEPTEMBER 10, 1864. Price, Taels 15 ₩ Annum.

INTIMATIONS.

Consulate General of the United States.
Shanghai, July 9th, 1864.

To D. Leroy, *Absconding Debtor*.

WHEREAS, A. E. Rosenthal, Esq., member of the firm of Messrs. Blum, Brothers & Co, of Shanghai, personally appeared before me, Geo. F. Seward, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of Dunn & Co., whereof you are a member, is indebted to said firm of Blum, Brothers & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. Angel & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of Dunn & Co. by Messrs. Blum, Brothers & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD.
U. S. Consul General, Actg. Judicially.
30jy-65 483

NOTICES OF FIRMS.

NOTICE.

WATSON, CLEAVE & Co. from Allen & Hanbury's of London, and Messrs. Duncan & Flockhart's, of Edinburgh, beg respectfully to announce that they have commenced Business as Chemists and Druggists, in the *Nankin Road*, near the Bund, and are prepared to give great attention to every department of the trade.

All Prescriptions will be carefully prepared under the immediate superintendence of Mr. Cleave, late of Messrs. Allen & Hanbury's and of the Hongkong Dispensary.

Hong-Name,
大藥房 *Ta Yo Fong.*
tf 496 Shanghai, 16th Aug., 1864.

NOTICE.

MR. EDWARD CHARLES ESSEN is authorized to sign our Firm in China.
GEO. BARNET & Co.
20oc 492 Shanghai, 19th Aug., 1864.

NOTICE.

ON the first of May 1864, Mr. John Broadhurst Tootal was admitted a partner in the business of the undersigned in China.
NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai, 6th June, 1864.

NOTICE.

MR. James Hanson Wright and Mr. William Strachan McLean are this day admitted Partners in our Firm in China.
DOW & Co.
1oc 459 Shanghai, 1st July, 1864.

NOTICE.

MR. Hans Peter Hanssen is this day admitted a Partner in our Firm.
DENT & Co.
1oc 460 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commission Merchant* at this port.
JOHN THORNE,
公和 *Kung-ho*,
tf 435 Shanghai, 12th March, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. Albert Robinson, M. Inst., C. E.) having been appointed Agents for Messrs. Randolph, Elder & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.
GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of Reid & Co.
DAVID REID.
tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

THE interest and responsibility of Mr. Duncan Fletcher in our Firm ceased on the 30th June, 1864.

Mr. Waldemar Schmidt, Mr. James Gilfillan, Mr. Alexander Downie and Thomas Murdoch Drysdale are this day admitted Partners in our Firm.

Our Firm now consists of Mr. Archibald Campbell, Mr. Waldemar Schmidt, Mr. James Gilfillan, Mr. Alexander Downie, and Mr. Thomas Murdoch Drysdale.
FLETCHER & Co.
1oc 466 Shanghai, 1st July, 1864.

NOTICES OF FIRMS.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of Maertens, Latham & Co.
AUG. H. MAERTENS.
THOS. STANLEY LATHAM.
tf 470 Shanghai, 1st July, 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. Baldwin as Partner in my business, which will in future be carried on under the style of J. H. Wignall & Co.
J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

WE have established a Branch Office in Hankow.
WHITFIELD & KINGSMILL.
Civil Engineers & Architects.
tf 149 Shanghai, June 12th, 1863.

NOTICE.

I have this day admitted Mr. J. W. Wood a Partner in my Business, which will in future be carried on under the Style and Firm of Cerruti, Wood & Co.
G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*
W. B. KINNEAR.
tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*
E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of Lincker & Co.
A. G. LINCKER.
21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. William Adamson.
THE BORNEO COMPANY "LIMITED."
tf 218 Hongkong, 1st August, 1863.

NOTICE.—Mr. William Bean is authorised to sign our Firm per procuration.
INNES & Co.
3oc 498 Hankow, 1st Sept., 1864.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. Sams who is authorised to sign our firm.
INNES & Co.
tf 457 Hankow, 1st July, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. Thorburn will sign our Firm per procuration at that place.
MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

Agents for Lloyds at Chefoo.

THE Undersigned have been appointed Agents for Lloyds at this port.
FERGUSSON & Co.
29oc 494 Chefoo, 1st Aug., 1864.

NOTICE.

THE Interest and Responsibility of Mr. Ludwig Wiese in our Firm ceased on the 31st of December last.

Our Firm now consists of Georg Theodor Siemssen, residing at Hamburg, Woldemar Nissen, Rudolph Heinsen, Georg Wilhelm Schwemann, Friedrich Adolph Joost and Emil Brunckow.
SIEMSSEN & Co.
24se 383 China, 26th March, 1864.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of Detmering & Co.
W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.

THE interest and responsibility of Mr. P. J. Batteke in our firm ceased on the 30th June, and Mr. W. H. Aretz was admitted a partner on the 1st instant.
TEXTOR & Co.
20oc 493 Yokohama, 8th Aug., 1864.

NOTICE.

I HAVE this day established myself in Yokohama as a General Commission Agent, under the Firm of R. LINDAU & Co.
R. LINDAU.
24se 456 Yokohama, May 15th, 1864.

NOTICES OF FIRMS.

NOTICE.—The interest and responsibility of the late Edward Bigby in our firm ceased on the 31st December, 1863.
ROSS BARBER & Co.
Japan, 20th August, 1864.

NOTICE.—Mr. James Campbell Fraser was admitted a Partner in our Firm on the 1st January, 1864.
ROSS BARBER & Co.
3dc 499 Japan, 20th August, 1864.

NOTICE.

WE have this day established ourselves at this Port as *Merchants and Commission Agents* under the style and firm of Strachan & Thomas.
W. M. STRACHAN.
T. THOMAS.
Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and firm of Strachan & Thomas.
T. THOMAS.
tf 458 Yokohama, 1st July, 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.
FAJARD SCHAUWECKER & Co.
tf 438 July 9th, 1864.

NOTICE.

MR. WALTER MILLER NORTON is this day admitted a Partner in our firm.
ALT & Co.
29oc 477 Nagasaki, July 1st, 1864.

JOHN POOK,
Commission Agent
4, Lime Street Square,
LONDON.
tf *E. C.*

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir Moses Montefiore, Bart., F.R.S.

Board of Direction:
James Alexander, Esq., (Alexander, Fletcher & Co.)
C. J. Barnett, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. Barnett, Esq., Glympton Park, Woodstock.
Benjamin Cohen, Esq., New Court.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
G. J. Goschen, Esq., M.P., for the City of London, (Fruhling & Goschen.)
Samuel Gurney, Esq., M.P. for Penryn and Falmouth.
James Helme, Esq., Director of the Provincial Bank of Ireland.
Sampson Lucas, Esq., (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., Director of the Provincial Bank of Ireland.
Thomas Masterman, Esq., Collingwood House, Brighton.
J. M. Montefiore, Esq., Director of the Provincial Bank of Ireland.
Sir Anthony de Rothschild, M.P., for the City of London.
Thomas C. Smith, Esq., 23, Oxford Square, Hyde Park.

Assurances on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.
JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

MANCHESTER FIRE ASSURANCE COMPANY.

Of Manchester and London.
Capital One Million Sterling.

THE Directors have the pleasure to announce the appointment of Messrs. Holliday, Wise & Co. as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow; who are prepared to grant insurance at current rates, and of whom all needful information may be obtained.

By order of the Board,
JAS. B. NORTHCOTT,
Secretary.
tf 319 Shanghai, 24th Dec., 1863.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port and Hankow, and to £10,000 at Tientsin and Kinkiang, also on approved Chinese Buildings to the extent of £5,000.
DOW & Co.
31dc 325 Shanghai, 1st January, 1864.

INSURANCES.

THE HONGKONG AND SHANGHAI BANKING COMPANY.
(LIMITED.)

CAPITAL...$5,000,000,
In 20,000 Shares of $250 each.

To be Incorporated by Charter.

Provisional Committee.
Hon. F. CHOMLEY, Esq., (Messrs. Dent & Co.)
A. F. HEARD, Esq., (Messrs. Augustine, Heard & Co.)
THOMAS SUTHERLAND, Esq., (Superintendent P. & O. S. N. Co.)
G. F. MACLEAN, Esq., (Messrs. Lyall, Still & Co.)
DOUGLASS LAPRAIK, Esq.
W. NISSEN, Esq., (Messrs. Siemssen & Co.)
H. B. LEMANN, Esq., (Messrs. Gilman & Co.)
W. SCHMIDT, Esq., (Messrs. Fletcher & Co.)
ARTHUR SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
ROBERT BRAND, Esq., (Messrs. Smith, Kennedy & Co.)
PALLANJEE FRAMJEE, Esq., (Messrs. P. & A. C. Camajee & Co.)
WM. ADAMSON, Esq., Manager, Borneo Company Limited.)
GEO. J. HELLAND, Esq., (Messrs. John Burd & Co.)
RUSTOMJEE DHUNJEESHAW, Esq., (Messrs. P. F. Cama & Co.)

Counsel.
E. H. PALLARD, Esq.

The Scheme of a Local Bank for this Colony with Branches at the most important places in China, has been in contemplation for a very long period.

The local and foreign trade in Hongkong and at the open ports in China and Japan has increased so rapidly within the last few years that additional Banking facilities are felt to be required.

The Banks now in China being only Branches of Corporations whose head quarters are in England or India, and which were formed chiefly with the view of carrying on exchange operations between those countries and China, are scarcely in a position to deal satisfactory with the local trade which has become so much more extensive and varied than in former years.

This deficiency the Hongkong and Shanghai Banking Company will supply, and will in fact assume the same position with relation to this Colony as the Presidency Banks in India, or the Banks of Australia in their respective localities.

The Establishment of a Mint in Hongkong, providing an adequate supply of proper currency, will render a local Banking medium essential to carry out its operations, and the almost certain disappearance of the existing Compradoric system (so far as money is concerned) will also ensure Banks becoming in course of time the exclusive medium for the transaction of the monetary operations connected with trade.

For the anticipated success of this enterprise there are therefore ample grounds; and the great prosperity which has attended the working of other local associations in China clearly shows that the largest profits are obtained by those Public Companies which possess an interested local body of Proprietors or Shareholders whose support naturally forms a chief element of remunerative success.

The Bank will commence operations simultaneously in Hongkong and Shanghai and as the importance of its business at the latter place must be very great, it is intended to establish a local Board of Directors there for more effectually meeting the work. As circumstances render it advisable the Bank will establish Branches at other places.

In the distribution of Shares, Hongkong and Shanghai will equally participate. Shares will also be reserved for the other ports in China and Japan and for persons residing elsewhere, who are directly interested in the China Trade.

Applications for Shares must be addressed until further notice, to the Provisional Committee, care of
Messrs. DENT & Co.
tf 486 Shanghai, 3rd August, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.
Established 1809.
Capital £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to
GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.
MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to The Home & Colonial Assurance Company, Limited who will settle all claims on policies issued by the first named Company.
TURNER & Co.,
Agents.
tf 479 Shanghai, July 20th, 1864.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000
In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

Directors.
F. B. Johnson, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. Wiggins, Esq., *Manager Commercial Bank of India.*
F. Henderson, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. Porter, Esq., (Messrs. Gibb, Livingston & Co.)
J. Thorne, Esq. (Messrs. Thorne Bros. & Co.)
George Tyson, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.
L. JOSEPHS,—*Secretary*
tf 320 Shanghai, 22nd Aug., 1864.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING, INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of Percy M. Dove, Esq.)
BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov, 1863.

SUN FIRE OFFICE.
London.
Established in 1710.

Managers:
William Hamilton, Esq.,
Chairman & Treasurer.
Charles B. Ford, Esq.,
Deputy Chairman.

The Right Hon. W. M. Beresford, M.P.
The Hon. P. Pleydell Bouverie.
Harry Chester, Esq.
Samuel Pepys Cockerell, Esq.
Raikes Currie, Esq., M.P.
John Drummond, Esq.
Russell Ellice, Esq.
William Franks, Esq.
Capt. H. G. Hamilton, R.N.
Joseph Hoare, Esq.
Felix Ladbroke, Esq.
H. F. Shaw Lefevre, Esq.
Henry Littledale, Esq.
George Warde Norman, Esq.
Brice Pearse, Esq.
Charles Richard Pole, Esq.
Lambert Pole, Esq.
Charles Ranken, Esq.
Henry Rich, Esq., M.P.
John Shepherd, Esq.
Henry Stuart, Esq., M.P.
C. George Thornton, Esq.

THE MANAGERS of the SUN FIRE OFFICE London, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue Policies of Insurance against Fire on Buildings, Goods, Merchandize, and other property, at those places.

Full particulars of Rates, &c., may be obtained on application to.
LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

NOTICE.

THE Undersigned having been appointed Agents at this port, for the "North China Insurance Company," are prepared to accept risks by steamers and sailing vessels when towed by steamers.
CRAVEN WILSON & Co.
tf 160 Chinkiang, 17th June, 1863.

保險公所

啟者本行現在鎮江作爲保險公所經理之人可保火輪船幷火輪船拖帶小船等隻免受驚災如有驚者照數償還如有人欲保險者請至本行面議可也此佈

天青洋行啟

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NEW ADVERTISEMENTS.

CIRCULAR.

THE P. & O. S. N. Co.'s Steam-ship *GANGES*, Capt. BERNARD, will be dispatched from Shanghai, on Wednesday, the 21st instant, at daylight, or such time of the night of the 20th or morning of the 21st as state of the tides may require, with Her Majesty's Mails for conveyance to Europe viâ Hongkong.

Cargo will be received on board up to 5 P.M. of Monday, the 19th instant, and Parcels at this Office until Noon of the same day.

Correct forms of Bills of Lading can be had on application to this Office.

N.B.—Shippers of Cargo on the Company's Black Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading with reference to transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

E. WARDEN,
Agent.

P. & O. S. N. Co.'s Office,
Shanghai, Sept. 9th, 1864.

NOTICE.—Mr. EMIL HAGELSTANGE has this day been admitted a partner in our firm.

ALEXANDER ALISCH & Co.
8oc 500 Tientsin, 14th August, 1864.

Estate of Rt. Rev. WM. J. BOONE, *deceased*

ALL persons having claims against, or who are indebted to the above Estate, will please communicate with the undersigned, on or before the 15th October.

H. W. BOONE,
Executor.

15oc 501 Shanghai, 9th Sept., 1864.

CAUTION.

ELLWOOD'S PATENT AIR-CHAMBER HATS

The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June instant, in the Court of Common Pleas at Westminster, before Lord Chief Justice Erle and a Special Jury, in which Ellwood and another of No. 24, Great Charlotte Street, Blackfriars Road, in the Borough of Southwark, Wholesale Hat Manufacturers were Plaintiffs; and Christy and others of No. 35, Gracechurch Street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Jury having by their Verdict found, that the above named Defendants had infringed the Plaintiffs' Patent, and that the Invention was new in England and in India, at the date of the Letters Patent. We, the above named Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we shall proceed by Suit in Chancery, against all persons *so manufacturing, dealing in, or selling Hats,* Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HAT;" unless the previous consent of the Patentees be obtained, at the same time reserving to ourselves the right of taking proceedings *against prior Infringers.*

Dated this 24th day of June, 1864.

JOHN ELLWOOD & SONS,
24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD SOUTHWARK,
Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

10sep-65 502

From "The Times and Daily Papers," June 21st and 22nd, 1864.

INFRINGEMENT OF PATENTS.

COURT OF COMMON PLEAS,
WESTMINSTER, JUNE 20TH AND 21ST.

(Sittings at Nisi Prius, at Westminster, before the Lord Chief Justice ERLE *and a Special Jury.)*

ELLWOOD AND ANOTHER v. CHRISTY AND OTHERS.

Mr. Hindmarsh, Mr. Webster, and Mr. T. Ashton were counsel for the plaintiffs; and Mr. Bovill, Sir G. Honyman, and Mr. Murray for the defendants.

This was an action for the infringement of a patent for a double ventilating solar hat made for India, of which the plaintiff was the assignee.

"The plaintiffs are hat manufacturers in Great Charlotte-street, Blackfriars-road, and the defendants are in the same way of business in Gracechurch-street. The invention was thus described in the specification of the patent:—"Each hat is composed of two parts, leaving a space or chamber between them, so that in hot climates the heat of the sun acting on the exterior of a hat shall not pass to the head of the wearer, but be greatly modified by the non-conducting properties of the air in the space or chamber. This space may be either closed, or it may have passages for air to enter and also to pass away."

The defendants pleaded "Not guilty," traversed that the plaintiff was assignee, and alleged that the invention was not new.

The jury, after considering the matter for an hour and a half, found that the defendants had infringed the plaintiffs' patent, and that the principle of the patent was new in 1851, both in England and in India.

Verdict for the plaintiffs.

tf 503

MISCELLANEOUS INTELLIGENCE

NOTICE.—DIVINE SERVICE is held every Sunday Morning at 11.30 o'clock, and Evening at 7.30 o'clock, in the American Episcopal Chapel, Hong-que.

LATEST DATES.

England,	July 29	Hankow,	Sept. 7
Hongkong,	Sept. 5	Nagasaki,	Sept. 1
Tientsin,	Aug. 17	Kanagawa,	Aug. 26

Latest dates in England, from China,—

Hongkong May	30	Received viâ Marseilles
Shanghai ,,	23	July 22.

DEATH.

At Shanghai, on the 10th September, ANNA, the beloved Wife of Benjamin Dato, Esq., aged 29 years.

OPIUM QUOTATIONS

For the week ending September 9th, 1864.

September	Malwa New Tls. Old Tls.	Patna New Tls. Old Tls.
3.	515	375
5	510 a 515	370 a 375
6.	510 a 515	3 5
7.	510	373 a 375
8.	510	370
9.	505	370

LATEST SHIPPING INTELLIGENCE.

ARRIVED.—Sept. 9, *Volunteer*, (Br. str.), Keer, from Fuchau; *Kiang-se*, (Am. str.), Simmons, from Ningpo; *Tun-sin*, (Br. str.), Rowe, from Hankow; *Rona*, (Br. str.), Hutchinson, from Hankow; *Nepaul*, (Br. str.), Wilkinson, from Hongkong.

DEPARTED.—Sept. 9, *Fire Dart*, (Am. str.), Armstrong, for Ningpo; *Finzel*, (Br. bq.), Murray, for London; *Amphitrite*, (Hano. bg.), Schnabeliecs, for Newchwang; *Truro*, (Br. bq.), Hesseltine, for Manila; *Southern Cross*, (Br. sh.), Whit, for London; *Kate Hastings*, (Br. bq.), Houmball, for Newchwang; *St. George*, (Siam. bq.), Andrews, for Chefoo; *Kiang-se*, (Am. str.), Simmons, for Ningpo; *Corea*, (Br. str.), Christiansen, for Hongkong.

PASSENGERS.

ARRIVED.—Per str. *Nanzing*, from Tientsin, Messrs. Lay, Forbes, Hagelstange and Ward. Per str. *Nepaul*, from Hongkong, Mr. & Mrs. Fittock, Messrs. Seigler, How, King, and Capt. Blow.

DEPARTED.—Per str. *Orissa*, Capt. Hector, for Hongkong, Mrs. Coghill, Messrs. J. Blain, J. H. Evans, T. Borradaile, F. Temple, Fred. Blatshluy, T. M. Drysdale, F. Bloor, Davidson and Muir. Per str. *Poyang*, for Kiukiang, Mr. A. J. Little.

THE P. & O. Co.'s steamer *Ganges*, with the Mail for Europe, &c., will leave on Wednesday, the 21st instant.

THE London Mail of the 10th Aug., due in Hongkong on the 24th Sept., and here on the 29th. It was received last year on the 30th Sept. per *Ganges*.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, SEPTEMBER 10, 1864.

THE strictures upon Municipal matters which have been passed by various contributors to our columns within the last few weeks have certainly had the effect of stirring up the land renters to the question of how far they are bound by the acts of the Council, and of forcibly suggesting to the Council the necessity for a corporate existence. But these strictures were likely to have another and less satisfactory result, namely, in producing a very considerable difficulty in filling up the posts which will be left vacant when the present members of Council retire after their year of office. We shall acknowledge ourselves much mistaken if *any of the gentlemen now composing the* Municipal body offer themselves for re-election. Indeed it is more probable that serious difficulty will be encountered in obtaining any land renters sufficiently unselfish to devote their time and attention to the discharge of the duties of so thankless an office. The whole question at issue between the Council and the discontented members of the body of land renters might easily have been brought to a definite conclusion at the late meeting. Either the Council have performed their duties faithfully, or they have not—a division logically exhaustive. If the former, they are certainly entitled to the thanks of the community for which they legislate—if the latter, then at the last meeting of land renters a vote of censure should have been proposed. But until this vote be proposed at a land renters' meeting, and carried by a majority, we shall be fain to believe that the larger section of the land owners are at peace with the Council.

We need not now open the vexed question of Municipal administration or *mal-administration.* It will probably be more useful to enumerate some of the difficulties which beset the members of Council, and to point out the extraordinary patience and unselfishness which have prompted men holding large stakes in Shanghai to devote so much valuable time to the elucidation of Municipal questions and the general administration of the settlement. Amongst the difficulties which first cropped up were the mixed population which crowded and still crowds Shanghai and its neighborhood, and the singular mélange of nationalities amongst the land renters. It were only to be expected that where interests so diverse, and no doubt frequently so conflicting, are in operation, ill feeling should occasionally arise. But of this, if such ever happens, we never hear, nor do the "Notifications" issued by the Council or the Minutes of proceedings, display signs of any divided interests. Indeed that cosmopolitan character which seemed to threaten the very existence of the Council as an integral body, has now become its distinguishing feature, and in this unanimity and harmony, it contrasts most favorably with other Municipal bodies, in which "discordant personal elements" have rendered "a general concurrence of views" impossible. The nature of the lower class of the population which crowds the foreign quarters in Shanghai demands a most stringent Municipal administration, yet, with this need staring us out of countenance, we find the Municipal government possessed of a nominal authority which when tested is found to amount exactly to nothing. The rashest speculator could not mentally fathom the abyss in which the foundations of Municipal government are laid. As in the case of the world which, according to the Oriental fable, is supported on the back of an elephant, while that elephant in turn rests on a tortoise, we see the fabric, and can trace its supports to a certain point, but beyond that point all is dark and inscrutable. Whether the Municipal Council derive authority from the land renters, or from the Consuls, or from the Chinese government, or whether they have any authority at all may fairly be a matter for discussion. We believe that no one could decide. The jurisdiction of the Council is nothing unless it be territorial, yet the rights which are involved in *the idea of territorial jurisdiction* are disputed. Thus Sir Frederick Bruce enumerates these rights as those of "controlling thoroughfares and public buildings, public wharves and jetties, to impose and collect taxes, establish and support a police, to arrest for disturbance of the public peace, and bring to trial, to license houses of public entertainment, public chairs, carriages and boats, and to enforce sanitary regulations by fines." Such is Sir Frederick Bruce's idea of a territorial government, and such rights should be conceded either to the Municipal Council or to some other body constituted upon a firm basis but, with *the same object* as is set before the present administrative corporation.

SUMMARY OF THE WEEK.

THE weather during the past week has been generally fine, the barometer having ranged much lower. We have no Consular cases to record, several having been deferred until next week, when six will be heard on four consecutive days. It has, we believe, been determined to adopt this principle in future. A regular Sessions will be held during one week in every month when the cases which have accumulated during the three previous weeks will be disposed of. On Monday evening, the 4th instant, a meeting of the North-China Branch of the Royal Asiatic Society was held at the Shanghai Library, on which occasion an interesting and instructive paper on *The Seaboard of Russian Manchuria*, was read by Mr. Canny, late of the Russian navy. It is probable that Mr. Canny may read another paper at *the next meeting, in continuation of* the same subject. We hope that those who have been unable to hear his first paper will avail themselves of the opportunity thus afforded them of gaining information on this interesting subject, which Mr. Canny is so well qualified to describe. A very valuable work has been published by Mr. Dick, the Commissioner of Customs at Shanghai, containing a large amount of information useful to the merchants at Shanghai and the out-ports. The book is divided into four parts, viz:—

PART 1.—General Regulations comprised in the Treaties, in Ministerial Notifications, and in instructions received from the Tsung-li Yamên.

PART 2.—Regulations connected with the Tariff.

PARTS 3 AND 4.—Customs and Harbor Regulations for the Port of Shanghai.

The want experienced by the mercantile portion of the foreign community for a similar publication has long been felt, and the Commissioner of Customs deserves praise *for the trouble which he must have* taken in the compilation of a work of this description.

By latest advices from HANKOW we learn that the tea-ships have some difficulty in making up their full cargo. On the 2nd instant the departure of the *Far East* was uncertain, although she had been more than a month loading. No arrangement has yet been completed as to the sycee question, although several attempts have been made to establish an uniform rate. A number of braves had inundated Hankow, having come down from Nanking with loot. No disturbance, however, had taken place. We have to announce the death by dysentery at Hanyang, on the 2nd inst., of Mr. Walsh, second master of H. M. gun-boat *Hardy*.

From NAGASAKI, under date of August 31st, we learn that, in consequence of a close alliance supposed to be at present existing between the Princes of Nagato and Fizen, Ronins are expected to appear shortly in the neighborhood of the settlement. It is reported by the Japanese officials that a fight took place near Kioto between the Mikado's troops and a band of Chosiu's men, but as our Yokohama advices imply that a good understanding exists between the Government and this Prince on the Inland Sea question, we do not attach much credit to the rumor. The hills around Nagasaki are being fortified, with the avowed intention of protecting the foreign residents. Trade is dull as far as foreigners are concerned, but the Chinese export largely to Chefoo. A meeting was held in Nagasaki on the 27th ultimo for the purpose of establishing an armed fire brigade which, if necessary, should also act as a Volunteer Corps. The force will be entitled The Nagasaki Armed Fire Brigade and conform in its regulations with Volunteer Corps generally. If, as is most probable, the new force be recognised by the Home Government, it will enjoy all the advantages accorded to other similar forces in the East. The idea of combining the duties of a fire brigade with those of a volunteer corps seems excellent, and must add greatly to its utility. The advantages of such a body are obvious in a settlement like Nagasaki, where the residents are entirely dependent on themselves in case of any emergency.

PEKING GAZETTE.

THE San Mêng Mong-dian Cavalry, from the time they were first led against the Insurgents by San-ko-lin-sin to the present day have constantly been in action, and their efforts have in all cases been crowned with success.* Last year having reduced the provinces of Chih-li and Shantung to allegiance they captured Chang Lo-hsing and Miao Pei-ling, those renowned rebels. The Cavalry thereby highly distinguished themselves, and this year again they assisted in sweeping away (the last vestiges of the Rebels) in the province of Yu.† Thence they marched into Wang,‡ to prevent the advance of the Rebels in that direction. For very many years the exploits of these troops have been very noble, and thus honor was acquired in several provinces. In the broiling heat of summer and the petrifying cold of winter they alike exerted themselves, yet the above mentioned high officer has recommended extremely few of the men and officers under his command for posts of importance. This doubtless resulted from the extreme care he took to avoid the slightest misrepresentation. Now that Nanking has been taken, WE are anxious to bestow marks of OUR approbation on every private soldier, and these Mongol warriors have without ceasing, in the midst of the scorching heat of summer, borne their weapons, and rushed madly to the fray. They are, therefore, most certainly entitled to the highest reward, and to have the cup of favor filled to overflowing. Moreover, as to the mandarins employed in San-ko-lin-sin's camp, we request the above mentioned high official carefully to pick out the most distinguished, and recommend them for promotion, waiting for OUR orders as to the marks of distinction to be bestowed. To the soldiers in the camp the sum of Ten thousand Taels is granted, to be distributed by the Commissariat Officers, in order to show OUR approbation and sympathy. The soldiers who have come from Chi-ling‖ and Hi-lung-keang§ have also displayed much energy during a long period of years. San-ko-lin-sin is therefore directed from time to time according to his own discretion to reward and encourage them. ¶ To sum up—when the Empire is completely pacified WE shall be at a loss to find adequate rewards to shower on our devoted followers.

Respect this.

* *e. g.* at Taku, Peking &c.—*Translator.*
† Kiang-si.
‡ Anhuei.
‖ Fortunate grove.
§ Black Dragon River.
¶ *Abstract.*

THE MUNICIPAL COUNCIL.

To the Editor of the
NORTH-CHINA HERALD.

SIR,—The letter from Mr. Hanbury which appeared in your issue of the 3rd instant will probably have been read with some surprise by those in the community who were present at the last Land Renters' meeting. As it is only a rechauffé of the various allegations brought forward by Mr. Hanbury at the meeting and successfully met there by Mr. Antrobus, it seems strange that he should have published it as a defence of his case against the Municipal Council. It is also suggestive of the query why, if Mr. Hanbury considers the Council so flagrantly delinquent, he did not directly impeach them before the Land Renters by a vote of censure which might have driven them from office and made room for better men. That Mr. Hanbury did not do this, I think will be taken in proof of the weakness of his cause, by his readers "at a distance" no less than by those in Shanghai. Mr. Hanbury, after dealing out a mild compliment to the Council, delicately intimates that he has been "sat upon" for his wish to indulge in "criticisms and investigation of public affairs." Now it seems to me, Sir, that the present Council have, if anything, retarded the efficient discharge of their duties by their very wish to court an expression of public opinion on each question that has arisen—witness their published letters, and the numerous Land Renters' meetings that have taken place during the past few months. So far from any lack of free discussion, we have had too much of it, if profitless arguments about everything (but tending to nothing) can be called discussion. Even Mr. Hanbury must admit that the results of the late public meetings would have been more satisfactory had the opponents of the Council limited themselves to trenchant criticism on Municipal maladministration, or to proposing definite remedies for the evils complained of. The last meeting which managed to pass a budget would have been as abortive as those which preceded it, had not the chairman made unusual efforts to hold speakers to the questions at issue. Mr. Hanbury's chief bones of contention are the taxation of Native Houses of entertainment, and the abandonment of the eight per cent tax on Chinese rentals. The history of the former is so easily learned from published documents that I would not take up your valuable space by recurring to it, except in order to dispel some of the mist in which Mr. Hanbury has managed to envelope the question. From the proceedings of Land Renters' meetings, it would appear that on the 30th of November last a vote (not what Mr. Hanbury calls an abstract resolution) was passed to tax native houses of entertainment. The then Council, under the authority of this vote, might, it seems to me, have proceeded at once to the collection of the tax, but apparently they decided to defer it to the new fiscal year, and to incorporate it in their budget. On the publication of the late Council's report in April, Sir Harry Parkes placed an unforeseen obstacle in the way by declaring the new taxes illegal under Chinese law. Now I submit that, up to this time, the only persons who had overstepped their authority were the Land Renters who had passed an illegal vote, not the Council who had merely followed the Land Renters' instructions. At the meeting of April 16th the new taxes were not, as Mr. Hanbury says, rejected by a vote of the Land Renters; judgment on them was merely suspended till the consent of the Chinese authorities could be obtained. From the Municipal Council's letter of July 20th to Sir Harry Parkes, it would appear that the predecessor of the present Taoutai had accorded his consent to the scheme, and after the meeting of June 25th, the collection of the tax was commenced. For authority, the Council had the Land Renters' vote of November 30th 1863 and the confirmation of the Chinese, as expressed through and sanctioned by Sir Harry Parkes, who, I suppose, in this matter represented the body of Treaty Consuls. Mr. Hanbury's assertion, therefore, that the Council were guilty of enforcing taxes not only not approved but absolutely rejected by the Land Renters, and in direct contravention to the laws of China, falls unsupported to the ground. Unfortunately the new Taoutai rescinded the sanction which his predecessor had given to the tax, and its collection had to be at once discontinued. Mr. Hanbury speaks of the power of the Police having been "roughly applied" to the collection of these taxes. It is rather late in the day to insinuate this appendage to the unproved charge of illegality, and it seems to me that if these words are intended as anything more than the mere rounding of a period, they convey an aspersion on the Police force, and on its directors, which the Council should call on Mr. Hanbury to substantiate. In his remarks on the abandonment of the eight per cent assessment on Chinese rentals, Mr. Hanbury claims that the tax was a time-honored institution of eight years standing, and that the Council had no right to discontinue it. Mr. Antrobus at the last Land Renters' meeting very clearly explained that the same scheme which proposed the schedule of certain new taxes, proposed also the abolition of this old one, and that therefore the authority to levy the one implied the duty to cancel the other. With regard to this point, I do not think the fact has been fully appreciated, that as our Council has no corporate existence, the power of any number of individuals to tax on behalf of the land renters must lapse with their term of office. Our taxes, therefore, are more or less formally voted year by year, and the only reason why the tax in question has endured for eight years is because it has been voted by eight successive annual meetings of Land Renters. Instead, therefore, of Mr. Hanbury's calling on the Council to bring proof of authority to abandon this tax, they might rather ask him to show what right they had to impose it. But most amusing is Mr. Hanbury's second objection to the abolition to this tax, on the ground of its "allowing shopkeepers and respectable Chinese to escape Municipal taxation altogether." If your readers will refer to the published minutes of the meeting of April 16th, they will see that these respectable shopkeepers and residents were *then* the objects of Mr. Hanbury's most philanthropic solicitude. He then urged, with all the weight of his eloquence, that we should lighten the burdens of these oppressed people by refusing to collect from them the Taoutai's eight per cent—a cheap charity, which, however, the meeting refused to indulge in at the expense of a breach of faith with the Taoutai. Under the circumstances *it is rather surprising* to find Mr. Hanbury railing at the Council for having endeavoured to afford a like measure of relief, by foregoing what they might have been entitled to collect for our benefit, not what they had pledged themselves to collect for the Chinese government. The Taoutai has since changed the condition of things by relinquishing his share of the rental tax, and Sir Harry Parkes has informed us how highly His Excellency appreciates the good faith of the community with him in this matter. Mr. Hanbury has a fling at the Council for buying ground for a cemetery on the Soochow creek without authority from the Land Renters. In justice to the Council he should remember that the purchase was made by their predecessors and reported by them to the meeting of April 16th. The passing of the report without question on this point, would seem sufficient authorisation for the subsequent action of the present Council. As regards Mr. Hanbury's assertion, that the collection of taxes here is not more difficult than in places where stringent laws exist, it is only within the past month that we have been told by Mr. Antrobus of a positive loss of 1,200 taels on European taxes alone, which could have been avoided had the Council been empowered to enforce payment. At all events I should imagine that the Treasurer of the Council must be the person the best qualified to estimate the difficulties in the collection of taxes, and that when the Council called our attention to uncertain and irregular payments of dues, they were supported by the express opinion of the man, of all others, the best capable of deciding.

The climax of Mr. Hanbury's letter is very properly reserved for his last paragraph. He objects to a charter of incorporation because he wished jealously to withhold from the Council the power to govern till they have shown proficiency in governing; in effect, he refuses to let them go into the water till they know how to *swim*. He compares the management of the French settlement with our own, and gives our neighbors great credit for proposing to extend their bund. But why should he not take things as they *are*, instead of quoting our Council's acts alongside of our neighbor's intentions? I think indeed that his allusion to this projected work, may be fairly cited "as presenting a one-sided view of things to those at a distance who cannot follow the working of our municipal institutions,"—the very fault which he alleges on your part as the apology for his letter. He

"Condemns the wrong, and yet the wrong pursues."

Finally, he frames a glowing picture of the time when our loans are to be paid off, our bund extended, a town hall built, in short, when about 200,000 taels are to be spent on improvements, while the income is to be further reduced by decreased taxation below the present sum, which only the most cheese-paring economy renders sufficient for the ordinary expenses of the settlement. A dream worthy of a place in the budget of the Municipal Council for Utopia.

Q.

Shanghai, 6th September, 1864.

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CONSULAR COURT OF UNITED STATES.

SHANGHAI, *August 3rd*, 1864.

Master and owners of the "*Moosmie*," *Plaintiffs.*
versus
Augustine Heard & Co., *Defendants.*

Before GEORGE F. SEWARD, Esq., *U. S. Consul General.*

Associates, { J. F. TWOMBLY. / S. C. FARNHAM. }

This action was brought to recover Tls. 10,000, the value of the schooner *Moosmie*, at the time she was run into and sunk by the *Fire Dart* on the morning of the 4th July last. The circumstances as set forth in the plaint were to the following effect. The *Moosmie* anchored out of the fairway about two miles below the beacon, on her way down the river, on the 3rd instant, and began to get under weigh with a very light wind about 3 A.M. on the following morning, having at the time a globe lamp hanging in the starboard fore-rigging. While sail was being set and the schooner was hardly moving, the *Fire Dart* was seen approaching; the *Moosmie* was unable to get out of her way, and the crew failed to attract the attention of the steamer or to induce her to alter her course by shouting. A collision ensued; the *Moosmie* was cut to the water's edge and sank before she could be towed into shallow water. It was further alleged that no look-out was being kept on board the *Fire Dart*, and that when the mate and two or three of the crew jumped on board after the collision, they at first saw no one and obtained no answer to their hail.

The defendants, in reply, asserted that the *Moosmie* was in a very decayed condition; that she was in the fairway; and that at the time of the collision, she had no light whatever visible about her. No hail was heard from her until just before the collision, although a good look out was kept on board the *Fire Dart*. The collision was not attributable to any negligence on board that vessel, and with reasonable care on the part of the *Moosmie*, might have been avoided. No light having been visible on board the *Moosmie*, no exercise of care by those on board the *Fire Dart* could have prevented a collision under these circumstances, as the night was dark and any object could only be seen at a very short distance off. Finally, the *Moosmie* was only worth Tls. 2,000 instead of Tls. 10,000.

The following evidence was given.

ALFRED R. TILBY, duly sworn, deposes. I am partner in the firm of A. R. Tilby & Co., I was one of the owners of the *Moosmie* at the time of the accident. The Register went down with the vessel. The tonnage of the *Moosmie* was 357, I think.

FRANCIS H. HINDER, Captain of the *Moosmie* said:—I left Shanghai in July last. We anchored about 9 o'clock within a quarter of a mile of the North Bank, 2 miles below the beacon. After anchoring, I ordered the anchor light to be hoisted in the fore rigging. The lamp is a large globe lamp. We hoisted it in the starboard fore rigging about 20 feet above deck. I remained on deck until 12½ that night; the light was burning when I went below. Before going, I told the mate to have all hands up at 2½ to hoist the anchor. About 2¾ o'clock, I was awakened by the heaving of the capstan. I immediately got up. While getting up, I heard the mate hollowing steam-boat ahoy! While I was on deck, the steam-boat ran into us abaft the combs (?) We were heading S.E. at the time. We had the spanker, main and two jibs hoisted at the time. The steamer struck us abaft the main rigging on starboard side. She cut us within about two planks of the main hatch, and careened the vessel over. The steamer was going very fast; as the gun on our deck was knocked across the deck, I judge that the steamer was going at full speed. We had a light up in the fore rigging. I saw it from the cabin. It was burning clearly at the time. I should think it could have been seen a mile or a mile and a half off. It was a clear fine morning. I could see a ship without a light, a quarter mile distant. I saw no one on the look out or on any part of the steamer when she struck. I saw no one immediately after. I was on the starboard deck. We were close-hauled. Wind was very scant; we were not under weigh. If the canvass had been set we should have started. The anchor was just tripped. Shortly after I got the men at work at the capstan. I was some time getting this done. The *Fire Dart* was heading north when she struck us. I could not have avoided the collision. There was not enough wind for me to get out of the way, and besides the anchor was partially under water, not being yet entirely hoisted. At this place the width of the channel is about 3 miles. I know I was running on the north side. Our vessel was barely moving. The *Moosmie* was in good condition when she left Shanghai. She was built in 1862. She was well fitted. I attribute the collision to carelessness and negligence on the part of the *Fire Dart*. I heard no one on the *Fire Dart* before and for some time after the affair. The first I heard was my own mate. I have been a master about two years. I have an examination certificate some nine years old.

To Mr. EAMES.—The vessel was well on the North Bank. We had about 4½ fathoms water. We could not have drifted far after commencing to heave the anchor. The spanker and main sail were up when they commenced heaving. I am certain that not much chain had been heaved before I was awakened. The light was about 20 or 30 feet high. The lantern was a large globe lantern. The lantern was about 10 inches in diameter with three burners. The steamer had not struck us when I got on deck. My deck is about 8 feet deep. The rail of the steamer was above my head as I stood on my deck. I could have seen any one on deck previous to her striking. I was on deck about a minute previous. I do not know how the steamer could be signalled to stop in this case. We had four more sails which were not set, which are usually set. We could steer only very slowly. We intended dropping. The tide is very strong for about two hours. I did not consider it imprudent to get under weigh with the tide. I saw the light on my vessel before and after the collision. We were lying to the South when we commenced getting under weigh. We did not get under weigh with the last of the flood. I do not know how we were heading previous to my coming on deck. I believe the anchor was off the bottom when I got on deck. It was a clear morning. I do not know whether it was moonlight. There had been no squalls nor rain up to 12 o'clock. It was not day-light, but just the break of day at the time of the affair. It was generally a clear fine morning. The steamer I think was heading about north. I do not think we had changed our position much. I cannot swear how far we had changed position. The *Moosmie* was in dry dock about two months. The *Fire Dart* had a proper light up.

TO AN ASSOCIATE.—I was startled very much at the time she struck. The gun was aft the main rigging on the starboard side. The gun was knocked from the carriage. The carriage was held by a large bolt. The gun broke the bolt as it went. I saw the steamer about a minute or so before she struck. I was about 4 or 5 feet from where she struck.

THOMAS GASSETT said.—I have been to sea about 13 years. I remember the *Moosmie* going down the Yangtsze on the night of the 3d July. We were off the North bank about ¾ or 1 mile. After we were anchored, I ordered a lamp to be hoisted and took it myself forward. The lantern was a globe, a regular rigging lamp; it could have been seen at a distance of about two miles. I set the anchor watch about 9 o'clock by order of the Captain. The Chinamen called me at 2¼ o'clock to get under weigh. I noticed the lantern burning. It was about 20 feet high in the fore rigging. At 2¼ we commenced getting under weigh. I shortly saw a steamer approaching. I presume she was then about 3 miles distant. We were heading S.E. at the time we set sail. I told all to heave anchor except three, who were employed at the sail. I kept the steamer in sight all the time. She did not alter her course; she was bearing S. She soon approached us. I should think she was making about 12 knots per hour. I expected they would notice us as it was such a fine morning. When she was close upon us, the Chinamen hailed and I also hailed her. The steamer did not alter her course. She struck us between the main and mizen masts. She was at full speed at the time. The shock was very violent. I had hold of the rigging and therefore was not knocked down. I saw no one on the steamer at the time. I immediately jumped aboard her. I got up on the starboard bow. I could see no one. I could see as far as the wheel house. I sung out Who has the watch? I shortly saw a man who proved to be an officer, coming from aft; he enquired the name of the vessel. I told him the *Moosmie*. I asked him the name of the steamer; he told me the *Fire Dart*. I told him he had made a pretty mess, he answered that we had no business in the track. I saw the light on board our vessel at this time and previously, burning. At the time, the *Moosmie* was not under weigh. We could not have ported the helm. She would not have stayed. I told the man at wheel to starboard to ease the shock. No attempt was made to get out of the way, nothing could have been done on board the *Moosmie*. I saw a 6-lb. gun thrown across the deck. I attribute the collision to carelessness on the part of the officers in command of the *Fire Dart*. We might have drifted one hundred yards.

To Mr. EAMES.—I don't think we could have drifted further. I saw the *Fire Dart* before we tripped anchor. I don't think it would have been judicious to stay where we were. The vessel would not go about. I saw the steamer three miles off; the steamer was heading North. She ought to have changed her course. The steamer was one mile off when we tripped anchor; wind S. S. W., tide ebb but changing, as the ebb was not fairly in. I gave orders to get under weigh at 2¼. I can always manage the boat. We put out six yuloes worked by Chinamen. Twelve or thirteen minutes elapsed after we saw the light and six minutes after we saw the hull, before she struck us. She was going about twelve knots at the time. I judge of her distance from her rate of speed. It was near daylight, but day had not yet broken. I saw no one on deck. When I went on board the *Fire Dart*, there might have been somebody near the wheel-house. I was standing near the bow when I saw the mate. I am not familiar with steamers. We had five fathoms of chain down on the anchor. We had anchored in six fathom water. At the time of the collision there might have been three and a half fathoms of chain out. We were heading S. S. E. when we commenced heaving on the anchor. We kept her so. I don't know the calibre of the gun referred to, but it might have been a 6 or 9-pounder. It broke the bolt. I don't know whether the latter was or was not sound. It was new; we got it in Fuchow in May. I would have set sail but for the approach of the *Fire Dart*. Our lantern was one of about six or eight inches. The *Moosmie* was a three-masted schooner. She was in ballast. She was bulk-headed and had new knees. The latter were five feet apart. When the *Fire Dart* struck us she was going at the same rate as before. When I jumped on board the *Fire Dart*, I think I saw two or three Chinamen abusing one another. Except near the keel, the *Moosmie* was not planked. She had one hundred tons of ballast on board.

LIN AN-CHING, a sailor on board the *Moosmie* at the time of the collision, said:—The schooner anchored on the night of the 23rd on the west side of the river, near the beacon. She anchored at 9 P.M. It was quite dark. There was a lantern in the fore-rigging, on the starboard side. It had thin bull's eyes, and two wicks. There was a lantern about twenty feet above deck. It was as bright as usual. I was on deck before the collision, and saw two lights, but did not see the steamer itself coming. I could not tell whether they were on a steamer or on a sailing vessel. The lights were two-thirds of a mile off when I first saw them. It was less than half an hour after I saw the lights that the steamer struck. The light was still burning when the collision occurred. The steamer came with a good deal of force. It was not a cloudy night; the stars were shining. A vessel without lights would have been seen one-sixth of a mile off. I was taken off the schooner by the *Fire Dart*. The light was still burning after the collision; I saw it myself (Is not sure). The wind was light. It was blowing up the river at the time of the collision. I was one of those who shouted. The steamer was then about one-hundred yards off. When we first shouted I saw the hull and smoke. I was looking after myself and not the light, after the collision.

To Mr. EAMES:—The anchor was not moved previous to the collision. Two jibs and a spanker were set previous to the collision. We had seven sails in all. Four were set at the time of the collision.* I did not hear the noise of the steamer until she was about fifteen yards off. She was not so far off as the Pootung shore when we shouted. We all shouted together. We had nothing to make a noise with. I and two sailors were on deck. The others were below, I was watching; I was not asleep. The mate came up when we began to set the sails, I do not remember whether it rained in the early part of the night. There were two men at the bow, watching, the others were setting sails. The sails were being set at the time we first saw the steamer. The anchor had not been hove at all, at the time of the collision.

LOH-ING-AY, pilot of the *Moosmie* said:—I was on board the *Moosmie* on the voyage in question. She anchored in the Yang-tsze at 9 P.M., a little less than two miles below the beacon on the west bank. At 2½ A.M., we were preparing to set the sails. We had not begun to heave until we saw the steamer. We then began to heave, but had not got the anchor off the ground when the collision occurred. I was the first to see the steamer's light about five or six li off. The night was fair; there were no clouds. When we first saw the steamer she was steering a North west course; but on nearing, she slewed towards the schooner, changing her course. When we first saw the hull of the steamer she was quite near, perhaps forty yards off. We shouted before she came within this distance of us. I was on deck all the time, from the time we anchored until the collision. There was a large glass lantern on board the *Moosmie*, in the fore-mast rigging, about twenty feet above the deck. I am quite sure that it was burning at the time of the collision. It is their custom to keep a light burning at night. I remained on board the schooner after the collision and saw the light still burning. It could be seen at a distance of five or six li. The *Fire Dart* struck the *Moosmie* abaft the main rigging. The collision made every one on board the schooner stagger. I have been a pilot for ten years; two of which I have been with Captain Hinder. Captain Hinder always has lights set; he is never without them on any nights. We had no time to weigh anchor, and could not avoid the collision.

To Mr. EAMES:—The lantern was a large globe one, shaped like an orange. It did not rain after we left Wusung. There was no rain the night of the collision. We were setting sail at the time we saw the steamer. The mate and two sailors were on watch while the sails were being set. As soon as he saw the steamer coming near, he gave orders to heave up the anchor. We had no gong or bell with which to make a noise. The steamer was running North west at first, afterwards more to the North. The anchor was on the ground when the collision occurred. The schooner was heading easterly. At first, five or six people shouted, afterwards all left work and raised a general chorus. When we first shouted we saw only the lights of the steamer. I could tell the course from the light. I saw one gun. There was nothing to make a noise with.

To Mr. MYBURGH:—The mate was forward while the anchor was being hove. It could not have been loosened unless I had known it; they would have informed me. The mate should have known when the anchor came loose. I could not have known by the wind nor the movement of the vessel whether the anchor was loose.

LAN-AH-TING, Boy and Cook on board the *Moosmie*, said:—I remember the night of the collision. I trimmed the lantern that evening at 7 P.M. and gave it to the mate. I do not know what the mate did with it. I saw the light in the fore-mast rigging. I do not know how high it was. I remember the collision. I was asleep at the time. I jumped up and went on board the steamer. I saw the light until the schooner sank. The lantern was a round one and gave a very bright light. It had three wicks. It was a moon-light night.

OOH-NUK-QUAN,—Remembers collision; is a sailor; was, at the time of collision, at the bow, hoisting the jib. When the steamer came very close they began to heave at the anchor, but it was not loosened at time of collision. It was customary to have a light at night. They had a light that night. He ran the lamp up. It was run up in the foremast rigging. He must have seen the light, remembers that he saw it. Light was burning after the collision. The shock had not put it out. It was a star-light night. No clouds. He saw the hull one li off. The steamer came on very fast. The shock was very severe.

Cross examined.—The schooner did not heel over.

CHING AH-FOO, Carpenter on board the *Moosmie*, Remembers the collision. He was on deck before the collision. He saw the steamer's lights five or six li away. Saw the hull of the steamer 2 or 3 li away. When the steamer struck, the men had been heaving but the anchor was not tripped. There was a light in the fore rigging about 20 feet from the deck. He saw the light with his own eyes at the time of collision. The lantern was a large round one giving a brilliant light. He remained on board the schooner and saw the light after the collision. The night was star-light. The light could have been seen five or six li off. The steamer came down at a rapid rate. He did not see any one on board at the time of the collision.

To Mr. EAMES:—He was carpenter and sailor on board. He was helping the sailors that night. He does understand the compass. The steamer was heading north. There was no moon. Anchored on the western bank—on the right bank going out. Some portion of the schooner was visible after she sank. Went over to starboard. He came up when they began to set the sails.

LAN-AH-TING, recalled, saw no foreigner when he first got on board the *Fire Dart*. Saw one Chinese, in about one minute. The Chinaman was a cook of the *Fire Dart*. He was coming up from below. He did not notice whether there was any one above.

The following evidence was taken by the U. S. A. Vice-Consul at Ningpo, from gentlemen who were passengers on board the *Fire Dart* at the time of the collision.

Interrogations put to H. J. Fisher, Esq., of Ningpo.

Were you a passenger by the *Fire Dart* from Ningpo to Shanghai on the 3rd and 4th of July last?

I was.

Do you remember a collision taking place on the morning of the 4th of July?

I do.

Were you on deck at the time: if not, where were you and how long after the collision did you come on deck?

I was not; I was in bed and asleep. I cannot say exactly how long it was before I got out into the open space at the back of the saloon, but probably five minutes.

Did you see the vessel with which the *Fire Dart* had been in collision?

I did.

What distance was she from the *Fire Dart* when you first saw her?

I cannot say exactly, but she was within hailing distance. The *Fire Dart's* engines were stopped, but we were gradually drifting away from the wrecked vessel, and the Captain apparently thinking we were deserting him, called out to us not to leave him.

Did you notice whether or not she carried a light?

I looked for a light, but could not see any, and I remember particularly remarking, both at the time and also next day, that whatever might have been the case before the collision there was no light visible when I went on deck.

Did you notice what sort of a light and in what part of the ship it was placed?

As I have said above I did not see any light.

Do you remember stating to Capt. Hinder, the Captain of the vessel run down, that you had noticed a light?

I certainly did not make any such statement.

Do you remember stating to anybody from the wrecked vessel that you had noticed that she carried a light.

I do not; I did not say so.

What was the relative position of the two vessels in question when you went on deck?

The wrecked vessel was astern of the *Fire Dart.*

Was it, or was it not daylight when you went on deck?

It was not, it was dark.

How do you estimate the interval between the time of collision and time of your going on deck?

The concussion of the vessel awoke me; not knowing what was the matter I lay still for a minute or two, in the hopes of hearing some person moving about, from whom I might ascertain particulars, but not hearing any movement I went forward. Not being able to find anybody I returned to the saloon; at that moment Mr. Brown came out of his cabin and went to the stern; immediately after, I heard somebody hail the vessel from some little distance astern, and Mr. Brown remarked. "He says he is sinking." I then went out to the stern myself.

Did any one call your attention to the wrecked vessel, and if so who so called your attention?

On getting out to the stern, I could not at first distinguish anything, but Mr. Brown pointed out the vessel to me.

UNITED STATES CONSULATE,
NINGPO, *August 31st*, 1864.

On the day of the date hereof, before me, the undersigned Vice Consul, personally appeared Henry James Fisher and made oath in due form of law, that the answers given and written by him to the foregoing questions are true to the best of his recollection.

Given under my hand and the seal of this Consulate on the day and year above written.

EDWARD C. LORD,
U.S. Vice-Consul.

Interrogations put to J. BROWN, Esq., Ningpo. For the Plaintiff.

Were you a passenger by the steamer *Fire Dart* from Ningpo to Shanghai on the 3rd and 4th of July last?

I was.

Do you remember a collision taken place on the morning of the 4th of July?

I do.

Were you on deck at the time; if not, where were you and how long after the collision did you come on deck?

I was not; I was in bed. A few minutes after the collision, I went on the saloon deck, situated at the sternmost part of the steamer.

Was it, or was it not, daylight when you went on deck?

It was not.

How do you estimate the interval between the time of collision and time of your going on deck?

Between five and ten minutes. I sleep soundly, and the shock, and the noise attendant on the collision, rendered me somewhat confused on being awoke so suddenly, so I can only speak approximately.

Did any one call your attention to the wrecked vessel, and if so, who called your attention?

I do not remember any one particularly calling my attention to the vessel. By enquiries of people belonging to the steamer, I made out her position.

Did you see the vessel with which the *Fire Dart* had been in collision?

I could just see a dark object, which I took to be the vessel from the noise of the commotion in her direction, but after I had been on deck a short while, I saw her more plainly as the day broke.

What distance was she from the *Fire Dart* when first you saw her?

I do not remember. The steamer may have been about ¼ mile, more or less, distant from the vessel which, to the best of my belief, was within hailing distance.

Did you notice whether or no she carried a light?

Some time after I had been on deck, probably ten minutes, I saw what I believed to be a light in the direction of the vessel. But it being dark at the time, and there being other vessels around the steamer and vessel, I cannot state positively that the light was the light of the vessel. Previously, from the time of reaching the deck, I saw no light. I allude to the vessel that was struck.

If you did, did you notice what sort of light and in what part of the ship it was placed?

The light that I allude to in my answer to the previous interrogation, appeared to me an ordinary yellow light.

Do you remember stating to Captain Hinder, the captain of the vessel run down, that you had noticed the light?

I remember stating to a person who came from the wreck and stated that he was the Captain of her, the substance of my statement made in answer to the interrogation. "Did you notice whether or no she carried a light?"

Do you remember stating to anybody from the sunken vessel, that you had noticed that she carried a light?

I remember making the statement to the Captain, only as explained in the previous interrogatory answer.

Cross Interrogatories.—What was the relative position of the two vessels in question when you went on deck?

The vessel was astern of the steamer.

UNITED STATES CONSULATE,

NINGPO, *August 27th*, 1864.

I hereby certify that on this 27th day of August 1864, personally appeared before me, the undersigned Vice Consul of the United States for Ningpo and the dependencies thereof, James Brown, Acting Commissioner of Customs at Ningpo, and made oath in due form of law that the answers which he has given and written to the foregoing inquiries are true to the best of his recollection.

As witness my hand and seal,

EDWARD C. LORD,
U. S. Vice Consul.

P. ARMSTRONG, being duly sworn, states:—I command the *Fire Dart*. I was in command during the nights of the 3rd and 4th of July. We came in collision on the morning of the 4th. I left the deck at 1.30 A.M. and slowed her down at that time to 4 or 4½ miles an hour. We were then off the light-ship. I told Mr. Stoddard, who was on deck, not to increase the speed until he sighted the *Hellespont*. The collision took place two miles below the lightship. In mid-channel there are four and a half fathoms water. We were steering N.W. *b.* W. ½ W. We were on the South Bank near mid-channel. The soundings on the chart are at dead low-water. I gave instructions to keep a look-out and keep the lead going, when we were about eight or ten miles from the light-ship. I saw the light-ship before I left the deck. When I went on deck I asked Stoddard whether he was backing; he said he was. I knew by the signal bell from the pilot-house that the vessel was backing. He would have to go into the pilot-house to back her. The steamer struck the schooner on the starboard side abaft the main-rigging; I think we struck her at an angle. I asked what the vessel was doing without a light. I looked for a light and saw none. If they had had a light in the fore rigging, I should have seen it. It was a dark cloudy night; there were no stars. The *Fire Dart* was from four to six feet higher than the *Moosmie's* rail when we took her in tow. We towed her on to the South Bank. The Captain said it was no use to do more, and we proceeded to Shanghai. We kept the lead going while towing. It was daylight when we got the vessel on the bank. It was not daylight at the time of the collision. We always keep a look-out. Four men are always on deck. The mate was in the pilot-house when I went on deck. The pilot was forward of the pilot-house. The captain did not come on board until we took the crew off the *Moosmie*. The pieces of wood sticking to the *Fire Dart* were rotten.

To MR. MYBURGH:—My room is on deck. I heard the bells, and then the shock. I cannot say of my own knowledge whether we had a light at the time we struck. Only a second or so elapsed between the sound of the bell and the collision. I never caught a Chinaman asleep at the wheel. A Manilaman had been at the wheel since 2 A.M. The men at the wheel are changed every two hours. The darker the night, the more careful we are. There are 30 or 40 feet between the pilot-house and the bow. A small vessel could not be seen one length a-head. Reversal of the engines would lessen the shock. I could not have seen her more than a ship's length off. We had passengers on board. They were in bed; but came on deck afterwards. I was not told that a light had been seen. We received no damage except staving in a bulwark—not five dollars worth of damage. I did not see them heaving on board the *Moosmie*. We got clear in two minutes. The anchor could not have been hove away in the mean time. I would have towed the *Moosmie* to Wu-sung.

MORTIMER STODDARD, being duly sworn, stated:—I have been first officer in the *Fire Dart* for a year. At 3 A.M. on the 4th of July, just before the collision, I was walking on deck. At the time of the collision I was in the pilot-house. I was officer in charge. The first I heard was a shout. I was walking aft; turned and saw a dark object, and ran into the pilot-house; I struck one bell to stop and two more to back the steamer. The engines had just commenced to back as we struck. I went on deck as soon as we were clear of the vessel. I saw no light at all—at any time. We were going from four to five knots. She had been slowed as much as possible in order not to reach the *Hellespont* before daylight. It was a dark night and had been squally. The sky was overcast at the time. We could not have been seen over one hundred yards off. The pilot was on deck. There was a man at the wheel and another at the lead. The pilot was on the port side. The pilot was walking forward and I aft. We had passed no vessels during my watch. I had no conversation with the mate of the *Moosmie*. The wood of the *Moosmie* appeared soft; chips were sticking to our bow. When I left the pilot-house I could not see the *Moosmie's* anchor. I did not hear any heaving. We were running N.W. *b.* W. ½ W. in four and a half fathoms of water. We passed the light-ship at about 1. The collision took place two or three miles below the beacon. When I was in the boat the anchor of the *Moosmie* was at her bow. The collision did the *Fire Dart* very little damage. It would not have been possible to have avoided the *Moosmie* when I first saw her.

To MR. MYBURGH:—I am in the habit of walking on the fore-deck. I sometimes go aft. I was not aft within a few minutes of the collision. The night was dark, there were no stars at all. I could not have seen three hundred yards off; I could have seen a light in the galley or cabin of the *Moosmie*. I can't swear whether I saw a light in the galley or cabin after the collision. If the *Moosmie* had been a strong ship it would not have damaged her much. We were going between four and five knots. At half-past 1 we were three miles to the southward of the light-ship. The tide had been slack in the meantime. I could have seen an ordinary junk light at one hundred and fifty yards off and a ship light at five hundred yards off. I saw no junk that night. The man at the wheel was not asleep. The shock was slight, just a jar. The soft wood stuck on the *Fire Dart's* bow. I don't know whether the mate of the *Moosmie* went on board his vessel again.

R. H. GILMAN, M.D., said:—I was on board the *Fire Dart* on the 3rd or 4th of July. I was in bed when she struck, but not asleep. I was on the forward deck before she stopped backing. As I passed the Captain's door he came out. I saw the vessel ahead but could see no light at all. I heard Mr. Stoddard speaking in the pilot-house. I did not then know the extent of the damage done. I noticed that the *Moosmie* went over. I did not notice her anchor. We could not have towed her had her anchor been down. At the time of the collision we were nearly abreast of the beacon. The shock was not severe; I should not have noticed it if I had been asleep. The passengers came on deck after the collision. No damage of any account was done to the *Fire Dart*. I saw the rotten wood on the *Fire Dart's* bow. I don't recollect the mate coming out. I heard the bell rung to stop the backing. I had no conversation with the mate of the *Moosmie*. I heard some one speaking to our mate.

HENRY C. TALLMAN, said:—I am first assistant-engineer of the *Fire Dart*. I was on duty at the time of the collision. I remember that at 1½ the bell rung to slow down. I judged from the number of turns that she was going four to four and a half knots. The bell was rung before the collision to stop; then to back her. We were backing when we struck. I was outside of the engine room. It takes a minute to back after the first bell.

Captain HINDER recalled, stated there was no vessel or craft of any kind near the *Moosmie* and *Fire Dart* for a considerable time after the collision.

Captain P. ARMSTRONG recalled, stated that there were a barque and two or three junks in the neighborhood of the *Fire Dart* at the time of the collision. The barque was ahead on the port bow. The junks were on the starboard side abeam.

Judgment was given for the Defendants with costs.

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INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

ESTABLISHED IN 1782.

Trustees & Directors:

DECIMUS BURTON, Esq.
TRAVERS BUXTON, Esq.
OCTAVIUS EDWARD COOPE, Esq.
WILLIAM COTTON, Esq.
JOHN DAVIS, Esq.
GEORGE ARTHUR PULLER, Esq.
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INSURANCES against Loss by Fire are effected by the PHŒNIX COMPANY upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.

26ma-65 387 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

LIMITED.

Capital, £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Directors.

Chairman: JOHN PATERSON, Esq., Director of the Alliance Bank.
Deputy-Chairman: ALEXANDER FRASER, Esq., (Maclaine, Watson & Co. of Batavia.)
* James Anderson, Esq (Anderson Thomson & Co.,) London.
William Frederick Baring, Esq., Director of the Bank of Hindustan.
*Stephen Busk, Esq., Director of the Merchant Banking Company.
William Duthie, Esq., Director of the Standard Bank of British South Africa.
Lewis Fraser, Esq., (Maclaine, Fraser & Co.,) Singapore.
Clark Irving, Esq., Hyde Park Square.
* Duncan James Kay, Esq., (Kay, Findlay & Co.,) London.
James Lyall, Esq., (Lyall, Rennie & Co.,) Calcutta.
T. W. L. Mackean, Esq., London, Chairman of the Bank of British Columbia.
James McMaster, Esq., (late of William McMaster & Brother,) Toronto and Manchester.
Brinsley de Coursey Nixon, Esq., Queen's-gate-gardens.
Augustus Henry Novelli, Esq., (Novelli & Co.,) London and Manchester.
Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co.)
John Swindell, Esq., (Swindell & Matthews,) Mincing Lane.
William Patrick Adam, Esq., M.P., Blair Adam, Kinrosshire.
Henry Thurburn, Esq., 5, Queensborough Terrace.
* James Wyllie, Esq., (Gladstone, Wyllie & Co.,) Calcutta.
** Directors of the Marine Department only.*

Underwriter.

J. J. Choisy, Esq.

Bankers.

London: The Alliance Bank, Lothbury.
" The Consolidated Bank, Fenchurch Street.

Agents.

Bombay—Messrs. Findlay, Scott & Co.
Kurrachee—Messrs. Findlay & Co.
Madras—Messrs. Binney & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.

tf 480 Shanghai, 26th July, 1864.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. JOHN STEWART MACKINTOSH has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. WM. LEMANN will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. GILMAN & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supplied on application to the Secretary. By order of the Directors,

W. LEMANN,
Secretary pro. tem.

tf 422 Shanghai, 26th April, 1864.

INSURANCES.

ASIATIC BANKING CORPORATION.

INCORPORATED BY ROYAL CHARTER.

Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

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J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)
Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.)
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William Maitland, Esq., (Messrs M'Kilop, Stewart and Co., Calcutta.)

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Robert Hannay, Esq., (Messrs. Grey and Co.)
Cowasjee Jehanghier, Esq.
GENERAL MANAGER.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BROKERS—Messrs. Foster and Braithwaite.
SOLICITORS—Messrs Freshfields and Newman.

AUDITORS.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.

31de 324 Shanghai, 1st January, 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.

tf 170 Shanghai, 29th June, 1863.

THE Oriental Bank Corporation.

(INCORPORATED BY ROYAL CHARTER, 29TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

COURT OF DIRECTORS.

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WILLIAM SCOTT BISSY, Esq., *Deputy-Chairman.*
JAMES BLYTH, Esq.
JOHN LEWIS BONHOTE, Esq.
WILLIAM WALTER CARGILL, Esq.
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LESTOCK ROBERT REID, Esq.
PATRICK F. ROBERTSON, Esq.

CHARLES J. F. STUART, *Chief Manager.*
PATRICK CAMPBELL, *Sub-Manager.*

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BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.

NATIONAL BANK OF SCOTLAND.
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R. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.

PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE—THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.

Banking.

THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names uncommected in general partnership, and they make advances upon bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN.
Acting Agent.

tf 490 Shanghai, August, 1864.

INSURANCES.

GUARDIAN FIRE & LIFE ASSURANCE COMPANY

11, LOMBARD ST. LONDON.

Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.

Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Deputy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq., M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.

SECRETARY.

Thomas Tallemach, Esq.

ACTUARY.

Samuel Brown, Esq.

Superintendent of Fire Department.

Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.

25ju-65 455 Shanghai, 25th June, 1864.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.

tf 123 Shanghai 14th May, 1863.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this port for the above Company, are prepared to accept risks at the current rates of premium.

WILSON, CORNABÉ & Co.

1oe 463 Chefoo, 24th June, 1864.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.

2jy-65 465 Nagasaki, 1st July, 1864

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.

25jy-65 185 Hankow, 9th July, 1863.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. ADAMSON & Co. Agents for the Company at Shanghai.

By Order,
GEORGE STEWART,
General Manager.

tf 240 Manchester, July 1863.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 ROYAL EXCHANGE AVENUE, LONDON.

CAPITAL... £2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.

tf 258 Shanghai, 14th Oct., 1863.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London

AUGUSTINE HEARD & Co.

tf 308 Shanghai, 4th December, 1863

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS IN CHINA for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $17,000 by Sailing Ship, and Mexican $90,000 by Steamer.

WM. PUSTAU & Co.

22oe-64 Shanghai, 18th April, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechulin, Tientsin.

SMITH, KENNED & Co.

tf Shanghai, 25th August, 1862.

INSURANCES.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.

tf Shanghai, 3rd February, 1862.

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. POMEROY, Jr. Esq., *at Tientsin.*
Messrs. KNIGHT & Co., " *Newchwang.*
" MEADOWS & Co., " *Chefoo.*
" WALSH & Co., " *Nagasaki.*
" WALSH, HALL & Co., " *Kanagawa.*

RUSSELL & Co.,
Secretaries.

tf Shanghai, 1st November, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.

tf Shanghai, 9th April, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.

tf Shanghai, 25th February, 1859.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1.—On Buildings or on their contents.
2.—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.

tf Shanghai, 1st December, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.

tf Shanghai, 12th February, 1857.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Shanghai, 15th September, 1858.

HOUSES & LAND.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaramatre hill, particularly well adapted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs.

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to

BUISSONNET & Co.,
Shanghai.

PIGNATEL & Co.,
Nagasaki.

tf 453 Shanghai, 18th June, 1864

FOR SALE.

FOR SALE.

SHERRY Yasi's in 2 & 5 doz. cases, Tls. 8 p doz
Port, " " " " 8 "
Champagne, in 1 " " " " 12 "
Claret, (Barton & Guestier's)
St. Julien, in 1-doz. cases, " 8 "
Medoc, 1 " " 5 "
Cognac Brandy, 1 " " 10 "
do. do. " " 6 "
India Pale Ale, 4 " casks " 2 "

CHAPMAN, KING & Co.

tf 223 Shanghai, 12th September, 1863.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S COLLOQUIAL JAPANESE or Conversational Sentences in English and Japanese, ...$6.00.
Martin's ANTLITICAL READER, a Short Method for Learning the Chinese written Language, ...$4.00.
EDKINS' MANDARIN GRAMMAR—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect, ...$5.00
EDKINS' PROGRESSIVE LESSONS in the Chinese spoken language .....$2.00.
Culbertson's China or DARKNESS IN THE FLOWERY LAND, ...$1.00.
Hernisz's Guide to Conversation in the English and Chinese Languages.....$3.00.
Macgowan's Phrases in the Shanghai Dialect, ...$5 00.

27ju-65 163 Shanghai, 27th June, 1863.

FOR SALE.

FOR SALE.

GIESLER'S Creaming Champagne, Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.

tf Shanghai, 16th September, 1859.

MISCELLANEOUS.

THE SHANGHAI GAS COMPANY.

CAPITAL, SH: TLS 150,000.
IN 1500 SHARES OF SH: TLS. 100, EACH.

NOTICE is hereby given that the few remaining un-allotted Shares can still be obtained on application to the undersigned.

By order of the Directors,
COWIE & Co.,
Secretaries, S.G.C.

tf 497 Shanghai, 1st Sept., 1864.

GABRIEL.

PRACTICAL TREATISE ON THE HUMAN TEETH.

BY MESSRS GABRIEL, LONDON, LIVERPOOL, &c.

IN some thirty pages Messrs. GABRIEL, the well-known dentists, discuss the whole subject of the teeth and their proper treatment, for the purpose of preservation. The subject is treated philosophically and practically in all its phases, and with the information is combined much seasonable advice as to the preservation of these important ornaments of the face. The authors have had a large experience in this branch of business, and they are able to give good reasons for the modes and processes which they recommend in these pages. The functions of the true dentist are of great value in the present age, and the bulk of men and women find that it is safest and best to place themselves, in this department of surgery, in the hands of the properly qualified adviser. *Extract from "Salford Weekly News," January 4th, 1864.—As may be seen by reference to our advertising columns, Messrs. Gabriel supply Artificial Teeth and Gums on their patented system, irrespective of distance or climate.*

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co. MARINE ARCHITECTS, ENGINEERS AND SURVEYORS, 27, Leadenhall Street. London E. C.

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China, &c.

6fe-65 492 13th Aug., 1864.

E. & H. T. ANTHONY & CO.,

501, BROADWAY, NEW YORK.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

18ju-65 454 June 18th, 1864.

N. BIRKENSTALDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.

SIN-TUK-KEE, FOOCHOW ROAD.

tf 475 Shanghai, 23rd July, 1864.

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.

HANKOW.

tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.

YOKOHAMA,
JAPAN.

tf 264 Yokohama, 5th October, 1863.

MCKENZIE & CO.,

Ship Chandlers, Store-keepers, and Victuallers,—Soda Water, and Lemonade Manufacturers.

YANG-KING PANG,
SHANGHAI.

WHITFIELD & KINGSMILL,

CIVIL ENGINEERS AND ARCHITECTS.

New Ann.

Orders received for Machinery and Iron work of all description, to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ.

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAI.

W. M. MORGAN & Co.,

Brokers, Commission Agents, and Auctioneers,

D'AGUILAR STREET,
HONGKONG.

tf

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.

Yang-king-pang, Corner of Rue Montauban.

tf Shanghai, 4th April, 1862.

[*Edited by* R. ALEXANDER JAMIESON. *Printed & Published every Saturday, at the North-China Herald Office, Shanghai.*]

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SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864-1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolong.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial	Gun Powder.	Total Green.
al as per last Report.....		.....	131492.67	40.32	8.64	...	...	131541.63	733.70	11.00	5212.68	1314.62	71.43	64.02	1351.49	4445.98	13771.92
amount.....	Sept. 3	London	5114.35	...	...	...	...	5114.35	...	...	314.98	16.69	...	26.11	89.72	182.09	629.59
el.....	" 8	Liverpool	4576.44	...	...	...	...	4576.44	...	...	187.11	...	...	...	83.10	3.00	621.21
a Banks.....	" 8	London	4260.31	...	...	...	...	4260.31	...	...	381.83	31.87	...	7.12	17.52	251.21	14.55
		Piculs.....	145443.77	40.32	8.64	...	..	145492.73	733.70	11.00	6096.60	1363.18	71.43	64.25	1697.83	5323.28	15836.27

HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolong.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
al as per last Report.....		.....	3218.91	0.90	...	...	...	3219.81	182.74	...	0.23	89.96	...	...	0.22	11.22	284.37
izing.....	Aug. 30	Tientsin	282.88	...	...	...	...	282.88	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs.....	3501.79	0.90	...	...	...	3502.69	182.74	...	0.23	89.96	...	..	0.22	11.22	284.37

UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolong.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial	Gun Powder.	Total Green.
ry	Aug. 11	New York.	...	...	...	...	...	...	...	...	97.60	...	...	...	137.55	73.62	308.77

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw		Thrown		Total		Japan Re-exports		Japan Transhipment		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs	Bales	Piculs
Total as per John Bank	last Report sept 6	London	44	35.17	.....		44	35.17	48	31.19½	.....		10	14.30	85	132.75	.....	
				....	.....		.....		.....		.....		....		135	252.10	.. ..	
				....	.....		.....		.....		.....		....		.....		.....	
				....	.....		.....		.....		.....		....		.....		.....	
			44	35.17	.....		44	35.17	48	31.19½	.....		10	14.30	220	384.85	.....	

HONGKONG.

Ship	Cleared	Destination	Raw		Thrown		Total.		Japan Re-exports		Japan Transhipments		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls	Bales	Piculs	Bales	Piculs
Total as per Orissa.....	last Report sept 6	Hongkong.	8431	6703.88	7	7.20	8438	6711.06	63	119.05½	801		..		....		87	130.00
			1869	1487.60	....		1869	1487.60	1	.71	....		..		....		....	
			10300	8191.48	7	7.20	10307	8198.66	64	119.76½	801		..		....		87	130.00

COAST PORTS.

Ship.	Cleared	Destination	Raw.		Thrown		Total.		Japan Re-exports		Japan Transhipments		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls	Bales	Piculs	Bales	Piculs
Total as Elizabeth..	per last Report Aug. 19	Foochow....	23	18.40	.....		23	18.40	....		....		..		....		1	1.05
			6	4.80	....		6	4.80	....		....		..		....		....	
			29	23.20	....		29	23.20	..		....		..		....		1	1.05

UNITED STATES.

Ship	Cleared	Destination	Raw.		Thrown		Total		Japan Re-exports		Japan Transhipments		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls	Bales	Piculs	Bales	Piculs
Mary	Aug. 11	New York	51	40.76	....		51	40.76	74	55.95	....		..		....		....	

COTTON.

Ship.	Cleared	Great Britain. Export	Great Britain. Re-export	Great Britain. Transhipped	Hongkong. Export	Hongkong. Re-export	Hongkong. Transhipped	Coast Ports. Export	Coast Ports. Re-export	Coast Ports. Transhipped	India. Export	India. Re-export	India. Transhipped	America. Export	America. Re-export	America. Transhipped	Totals. Piculs.
Total as per last Report.....		53.773	19.711	..	14,224	5,117	1,036	7,873	604	..	..	..	..	..	..	..	101,363
Dumbarton	Sept. 8th	..	..	..	178	..	..	711	..	102	..	..	..	..	..	..	991
		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
		53.773	19,711	..	14,402	5,117	1,036	8,584	604	102	..	..	..	..	..	..	102,354

N.B.—In the above list fractions of a picul less than one half are neglected, while portions greater than one half are counted as one picul.

OPIUM.

From July 1st to September 3rd, 1864.

IMPORTED.

	Malwa Chests.	Malwa Weight.	Patna Benares. Chests.	Patna Benares. Weight.
Total as per last Report.	3308	3308.00	1499	1798.80
Imported and stored on board Receiving Vessels, ..	232	232.00	368	441.60
Imported direct to the shore, ...			10	12.00
Total..	3540	3540.00	1877	2252.40

Landed from Receiving Vessels and intended chiefly for *local consumption.*

Total as per last Report.	2448	1314.12	1344	1612.85
From August 27th to September 3rd, ...	[illegible]	209.9	158	189.60
Total ..	[illegible]	1544.02	1502	1802.25

RE-EXPORTED.

Description.	Chinkiang. Chests	Chinkiang. Weight	Kiukiang. Chests.	Kiukiang. Weight.	Hankow. Chests	Hankow. Weight	Chefoo. Chests.	Chefoo. Weight	Tientsin. Chests.	Tientsin. Weight	Newchwang. Chests.	Newchwang. Weight	Ningpo. Chests	Ningpo. Weight.	Foochow. Chests.	Foochow. Weight.	Total. Chests	Total. Weight.
Total as per last Report	183½	183.50	565	565.20	267	265.2	95	96.20	499	505.00	144	144.00	276½	283.25	5	5.00	2030	2047.35
Malwa.....	13	13.00	62	62.00	35	35.00	..	..	62	62.00	..	..	73	73.00	..	..	245	245.00
Patna & Benares.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Persian	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total....	196½	196.50	627	627.20	297	300.20	95	96.20	561	567.00	144	144.00	349½	356.25	5	5.00	2275	2292.35

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Established 1814.

SLATE BILLIARD TABLES,

SOLID OR OTHERWISE, TO SUIT ALL CLIMATES.
BY APPOINTMENT.

MESSRS. THURSTON & CO.,

BILLIARD TABLE MANUFACTURERS,

TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,

14, *Catherine Street, Strand, London,*

AND AT SALISBURY WHARF, ADELPHI, W.C.

Cloths of the finest texture. Balls of superior and well-seasoned Ivory turned on the truest Mechanical principles.

Inventors and Manufacturers of

THE CENTRAL REVOLVING LAMP,

Being the best Light ever constructed for Billiard Tables.

THE GAME OF BILLIARDS,

By Edwin Kentfield, of Brighton, London; Published by the Proprietors, THURSTON & Co.

1au-65 493 Shanghai, 13th Aug., 1864.

SAUCE.—LEA AND PERRINS'

WORCESTERSHIRE SAUCE.

PRONOUNCED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE AND APPLICABLE TO Every Variety of DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made.

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with NUMEROUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged*.

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de 318 Dec. 24 1863.

ANY ONE CAN USE THEM.

A basin of water is all that is required to produce the most brilliant and fashionable colours on SILKS, WOOLLENS, COTTONS, RIBBONS, &c., IN TEN MINUTES,

By the use of

JUDSON'S SIMPLE DYES.

Ten colours, Price 1s. 6d., 2s. 6d., and 5s. per bottle.

These Dyes will also be found useful for imparting colour to FEATHERS, FIBRES, GRASSES, SEAWEED, IVORY, BONE, WOOD, WILLOW SHAVINGS, PAPER,

Also for

TINTING PHOTOGRAPHS AND FOR ILLUMINATING.

May be had of all Chemists throughout the United Kingdom and British Colonies.

Wholesale Depot: 19, Coleman Street, LONDON.

4ju-65 444

NORTH-CHINA INSURANCE COMPANY.

NOTICE is hereby given that share No. 92, held by Messrs. DALLAS, PEARSON & Co. and No. 115 held by Messrs. MAITLAND MACLEAN & Co., are in the hands of the Company for Sale, and tenders for purchase of same will be received by the undersigned until 31st August, 1864.

By order of the Directors,
J. S. MACKINTOSH,
Secretary.

tf 482 Shanghai, 27th July, 1864.

JOYCE'S AMMUNITION

ESTABLISHED 1820.

The following articles, of the best quality, for Sporting and Military use, may be had of all Gunmakers and Dealers in Gunpowder.

TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.

CHEMICALLY-PREPARED CLOTH, FELT, AND PAPER WADDINGS.

Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at Long Distances.

FREDERICK JOYCE & Co.,
Patent and Manufacturers,
57, Upper Thames Street, London, E.C.
Manufacturers to Her Majesty's War Department.
Wholesale only.

3de o-a-f 450 June 18, 1864.

INDIGESTION & STOMACHIC WEAKNESS.

PEPSINE WINE.

T. MORSON & SON

Direct the attention of all suffering from these serious complaints to their far-famed preparation of Pepsine, which supplies in a palatable form the principles of digestion. Each teaspoonful contains a dose of the medicinal Pepsine.

The researches of the most eminent of the faculty of London and Paris have enabled MORSON & SON to offer the purest and surest substitute for the Gastric Juice which assimilates the food to the requirements of the human frame. Its use is now becoming universal.

Sold in Bottles 3s., 5s., and 10s. each; and may be obtained through Chemists and Druggists, and Patent Medecine Vendors.

MORSON'S PEPSINE LOZENGES
In Boxes 2s. 6d. and 4s. 6d. per box.

ALSO,

MORSON'S PEPSINE POWDER.

MORSON'S PATENT GELATINE.

A Pure and Economical Substitute for Russian Isinglass, forming a Colourless Jelly, which possesses the Nutritious and Restorative Properties of the best Calves' Feet Jelly.

In Packets, 6d., 1s., and 1s. 6d. each.

MANUFACTURES OF
CHEMICAL AND PHARMACEUTICAL PREPARATIONS,
AND WHOLESALE AND EXPORT DEALERS IN
Drugs, Medicines, & Photographic Chemicals.

WHOLESALE AND RETAIL BY

T. MORSON AND SON,
19 & 46, SOUTHAMPTON ROW, LONDON.

*** Orders (to be made payable by London Houses) are carefully prepared and shipped in any quantity to all parts of the World.

24se 397 March 26th, 1864.

NOTICE.

THE Undersigned having a supply of PILES, TIMBER and other material suitable for Wharf-building, a Steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.
Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 millimetres.

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's.

Deane's, Tranter's, Adams', and other Revolvers.

BALL CARTRIDGES

For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London, W. C.

[WHOLESALE ONLY.]

1au-65 494 o-a-f 13th Aug., 1864.

PROTECTION FROM FIRE!

PRIZE MEDAL, 1863. TRADE MARK PRIZE MEDAL 1863.

BRYANT & MAY'S

PATENT SPECIAL SAFETY MATCHES.

Wax Vestas and Cigar Lights.

LIGHT ONLY ON THE BOX.

The Patent Safety Match affords an instantaneous light as readily as common matches, whilst it is ENTIRELY FREE FROM ALL THEIR DANGEROUS PROPERTIES.

Patent Safety Matches in neat slide boxes.

Patent Safety Vestas in paper slide boxes, and in japanned tin boxes of 100, 250, and 500.

BRYANT and MAY, Manufacturers of Wax Vestas in round plaid boxes, and in japanned tin boxes of 50, 100, 150, 250, 500, and 1,000.

Sole Importers of Jonkoping's Tandsticker (slide boxes).

All orders made payable in London will receive immediate attention.

WHITECHAPEL ROAD, LONDON, E.

2-w-o 239 Shanghai, October 2nd, 1863.
1 year 2oct-64

PICKLES, SAUCES, JAMS, &c.,
Free from Adulteration,
Manufactured by

Crosse and Blackwell,

Purveyors to the Queen,

21, SOHO SQUARE, LONDON.

Dr. HASSALL, the great Analytical Chemist states in the *Lancet*, of February 4th, 1854 and in his Work on Food and its Adulterations, with reference to the Food Products chemically and microscopically examined by him.

"The *Samples* of Messrs. CROSSE & BLACKWELL were entirely free from Copper."

Crosse and Blackwell's

manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

C. & B. invite special attention to the following, the quality of which is of the highest standard attainable.

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies, Harvey's, Reading, Soho, Royal Table, and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.

SALAD OIL, the finest imported.

POTTED MEATS, Anchovy Paste, Bloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Pates, Yorkshire Pork Pates. Mackarel in Sauce, Kippered Herrings, Pickled Salmon in Bottles, Fried Eels, Herrings a la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE, PHILIPPE & CANAUD'S SARDINES, SOYER'S SAUCES, RELISH AND AROMATIC MUSTARD, CARSTAIRS' SIR ROBERT PEEL'S SAUCE, GRIMWADE'S DESSICCATED MILK, and for MASSON'S FRENCH CHOCOLATE.

To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely: and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

CROSSE & BLACKWELL,
Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

31jn-65 352

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

MESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS,

Diploma 1815.

27, HARTLEY STREET, CAVENDISH SQUARE
and
34, LUDGATE HILL (OVER BENSON'S) LONDON
LIVERPOOL: 134, DUKE STREET.
BIRMINGHAM: 65, NEW STREET.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26ma-65 389 March 26th, 1864

DRESSING CASES,

DESPATCH BOXES, TRAVELLING BAGS, &c.

PRIZE MEDAL, 1862.

TOULMIN and GALE,

Established One Hundred and Twenty-three Years,

MANUFACTURERS AND EXPORTERS.

Patent Indian Despatch Boxes, Dressing Cases, Travelling Bags, &c.,

7, NEW BOND STREET, W.

MANUFACTORY—SISE LANE AND BUCKLERSBURY, CITY, E.C.

15oc 411 London, 26th Feby., 1864.

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SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Sept. 2	White Eagle	B. ship	993	Williams	Hongkong	Aug 18	General	Olyphant and Co
.. 2	Ottilie	Han.bk	500	Schrame	do	.. 19	do	Wm. Pustau and Co
.. 2	Kienchan	HIMS						
.. 2	Kiangse	A. str.	547	Simmons	Ningpo	Sept 1		Russell and Co
.. 2	Express	B. str.	290	Castilla	Hankow			Jardine, Matheson & Co
.. 2	Hydaspe	Fr str	680	Armstrong	Hongkong *	Aug 29	Mails, &c	Messageries Imperiales
.. 3	Wokee	B. str.	411	Orkney	Hankow	.. 29	Tea	Dow and Co
.. 3	Amoy Trader	B. schr	109	Wricks	Tientsin	.. 17	Ballast	Nichol Latimer and Co
.. 3	Fire Dart	A. str	420	Armstrong	Ningpo	Sept 2	General	Augustine Heard and Co
.. 3	Whampoa	B. str.	115	Batten	do	.. 2	do	David Sassoon Sons & Co
.. 3	Pembroke	A. str.	243	Johnson	Nagasaki	.. 1	do	Russell and Co
.. 3	Nanzing	B. str.	419	Morrison	Tientsin			Trautmann and Co
.. 3	Diligentia	B. ship	650	Poter	Liverpool	Apr 6	Coals	Johnson and Co
.. 3	Water Lily	B. brig	218	Towers	Nagasaki	Aug 26	General	Angel and Co
.. 5	Manila	H.M.S.						
.. 5	Kiangse	A. str.	574	Simmons	Ningpo			Russell and Co
.. 5	Fei-ma	B. str	121	Buckland	do			Moses and Co
.. 5	Huquong	A. str.	1339	Johnson	Hankow	Sept 2	General	Russell and Co
.. 5	Rifle	B bark	321	Elliot	Swatow	Aug 21	Sugar	Chapman, King and Co
.. 5	Fire Dart	A. str.	420	Armstrong	Ningpo	Sept 4		Augustine Heard and Co
.. 5	Canvas Back				Swatow			
.. 6	Poyang	A. str.	827	Blanchard	Hankow	.. 2	General	Olyphant and Co
.. 6	Whampoa	Br str	115	Batten	Fuchau	.. 5		David Sassoon Sons & Co
.. 6	Shooey-leen	B str	492	Mann	Hankow	.. 2	do	Dow and Co
.. 6	Mandarin	Nor.bk	218	Kudstad	Takau	Aug 27	Rice	Wheelock and Co
.. 6	Geo Becker	Mec.bk	107	Behnik	Newchwang	.. 30	Beans	Oxford and Co
.. 7	Ashmore	B. bark	450	Jenkins	Swatow	.. 24	Ballast	Dow and Co
.. 7	Cockchafer	H.M.S			Chefoo	Sept 1		
.. 7	Garland	B. schr	103	Carter	Hakodadi	Aug 4	Lumber	Leighton and Co
.. 7	Kiangse	A. str	574	Simmons	Ningpo			Russell and Co
.. 8	Alice	Swe.bk	343	Hernod	Swatow		Sugar	Oxford and Co
.. 8	Fei-ma	B. str.	121	Buckland	Ningpo	Sept 7		Moses and Co
.. 8	Fire Dart	A. str.	420	Armstrong	do	.. 7		Augustine Heard and Co
.. 8	Viola	B. str.	684	Hooper	H'kong & Ports	.. 7	do	Jardine, Matheson & Co
.. 8	Shanse	A. str.	1006	Perkins	Hankow	.. 6	General	Russell and Co

* With Mails.

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Sept. 2	Fear Not	B bark	334	Cuthbert	Yokohama	Original	Dow and Co
.. 2	Bahama	B. str	761	Howe	Hongkong	C'ton, &c	Chapman, King and Co
.. 2	Kiangse	A. str.	547	Simmons	Ningpo	Opi., &c	Russell and Co
.. 3	Soonhong	Ha sch	180	Kerr	Newchwang	Stores	Wm. Pustau and Co
.. 3	Orissa	B. str.	2000	Hector	Hongkong *	Tea, &c	E. Warden, Agent P. and O. Co
.. 3	Island Queen	B. str.	129	Southerland	Yokohama	do	F. R. Gamwell
.. 3	Maggie McClean	B.bark	371	Stewart	do	Coals, &c	Dow and Co
.. 3	Solomon Family	B. ship	760	Solomon	Newchwang	H. Bags	Heptack
.. 3	Cormorant	H.M.S					
.. 3	Sea Queen	B bark	337	de Souza	do	Sundries	Engwat and Co
.. 3	Fire Dart	A. str.	420	Armstrong	Ningpo	Ballast	Augustine Heard and Co
.. 3	Oriflamme	A. str.			H'kow & Ports		Russell and Co
.. —	Fusi-Yama	B. str	2000	McQueen	do		Dent and Co
.. 4	Whampoa	B str.	115	Batten	Ningpo	Opium	David Sassoon, Sons and Co
.. 5	Bienvenue	B bark	414	Keay	Hakodadi	Sun., &c	Nichol Latimer and Co
.. 5	Foh-kien	Pru. bk	280	Schutt	Chefoo	Ballast	Wm. Pustau and Co
.. 5	Claramont	B. ship	634	Mackintosh	London	Tea, &c	Jardine, Matheson and Co
.. 5	Hardy	[H M g.-boat		Campbell			
.. 5	Kiukiang	A str		Taylor	H'kow & Ports		Olyphant and Co
.. 5	Electra	B. ship	606	Woodgate	Fuchau	C'ton, &c	Johnson and Co
.. 5	Fei-ma	B. str.	121	Buckland	Ningpo	Opi., &c	Moses and Co
.. 5	Kiangse	A. str	574	Simmons	do	do	Russell and Co
.. 6	Fire Dart	Am str	420	Armstrong	do	do	Augustine Heard and Co
.. 7	Whampoa	Br str	115	Batten	do	Ballast	David Sassoon, Sons and Co
.. 7	Dumbarton	B. str.	944	Vincent	Hongkong	C'ton, &c	Gibb, Livingston and Co
.. 7	Wind Rover	A ship	1134	Taylor	Fuchau	do	Augustine Heard and Co
.. 7	Confucius	Chi. str		McCaslin			
.. 7	Pluto	B. str.		Preble			Lindsay and Co
7	Kiangse	A. str.	574	Simmons	Ningpo	Opl., &c	Russell and Co
.. 7	Fanny	B. schr	148	Torm	Kanagawa	Sun., &c	Trautmann and Co
.. 8	What Cheer	A. bark	334	Moore	Newchwang	do	Bourjau, Hubener and Co
.. 8	Whampoa	B str.	115	Batten	Ningpo	Ballast	David Sassoon, Sons and Co
.. 8	Express	B. str	290	Castilla	H'kow & Ports		Jardine, Matheson and Co
.. 8	Sze-chuen	A. str.	475	Spencer	do		Russell and Co
.. 8	Ayrshire Lass	B. str.	66	Kirkruddy	Fuchau	C'ton, &c	Gibb, Livingston and Co

* With Mails.

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Defiance	Maddison	British steamer	114	A. R. Tilby and Co
Fei Yuen	Ericsson			
Fokeen	Skene	British steamer	76	Captain Patridge
General Ward	Foster	American steamer	70	Angel and Co
Hercules	Parke	French steamer		Wheelock and Co
Little Stephan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer	100	Frazar and Co
Pluto	Preble	British steamer		Lindsay and Co
Powerful	Ryder	Siam. steamer	50	Wm. Pustau and Co
Ta-Yung	Lawrence	British steamer	131	Shaw, Brothers and Co
Titan	Cockerstin	British steamer		Smith, Kennedy and Co
Vixen	Pendleton	British steamer	150	Lindsay and Co

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		Floating Hospital		
Bethel				
Georgiana		Chinese ship	166	Lindsay and Co
Melbourne		British barque	594	Shaw, Brothers and Co
Ngapuhi		British ship	545	Harbor Master
Nimrod		British barque	262	H. I. M.'s Customs
Philip I	Oakman	American barque	293	
Pons Ælie	Beaglehole	British barque	400	A. R. Tilby and Co
Rosa				F. R. Gamwell
Samuel Stoddart				
Sea Horse				

SHIPPING IN HARBOUR AND AT WOOSUNG, SEPTEMBER 10, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str.	63	Blanchard	H. Fogg and Co		
Bo-Peep	June14	Chi. str	73	Cochran		*Laid up*	
Corea	Aug 31	B. str.		Christiansen	E. Warden, Agent P. and O. Co	Hongkong	eld 2 inst
Cricket	June 1	A. str.	81	McDonald		*Laid up*	
Elfin	July 28	B str	174	Thomas	Smith, Kennedy and Co	Yokohama	Early
Emperor	Aug 27	B. str.	106	Todd	Jarvie, Thorburn and Co		
Enterprise		A. str.	107	Draper	H. Fogg and Co		
Faust		B. str.			Jardine, Matheson and Co		
Fei-ma	Sept 8	B. str.	121	Buckland	Moses and Co		
Fire Dart	Sept 8	A. str.	420	Armstrong	Augustine Heard and Co	Ningpo	eld 8 inst
Firefly					Chinese Government		
Foh-kien	May 30	B. str.	923	Johnson	Russell and Co	Repairs	
Ganges	Aug 31	B. str.	742	Bernard	E. Warden, Agent P. and O. Co	Hongkong *	21st inst
Grete		Pru. str		Hoffmann	Wm. Pustau and Co		
Huquong	Sept 5	A. str.	1339	Johnson	Russell and Co	H'kow & Ports	11th inst
Hydaspe	Sept 2	Fr str	680	Armstrong	Messageries Imperiales	Hongkong *	17th inst

* With the Mails for Europe.

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co		
Little Mary	May 21	B. str.			Lamond		
Mandarin	June27	B. str.	93	Bissen	J. H. Wignall and Co.		
Mercury	June28	B. str.		Baynton	Reid and Co.	Fuchau	Early
Nanzing	Sept 3	B. str	419	Morrison	Trautmann and Co.	Chefoo & T'tsin	To-day
Pembroke	Sept 3	A. str.	243	Johnson	Russell and Co	Nagasaki	To-day
Poushan	July 23	Chi. str		Hoare	Chinese		
Poutung	Mar 30	B. str	312	Burmester	Byrne and Co.	Dock	
Poyang	Sept 6	A. str	827	Blanchard	Olyphant and Co.	H'kow & Ports	To-day
Promise	July 27	A. str.	590	Bain	Smith, Kennedy and Co.	Chefoo & T'sin	Early
Rose	June20	A. str					
Shandon	May 9	B. str.	114		Moses and Co		
Shanse	Sept 8	Am str	1006	Perkins	Russell and Co	H'kow & Ports	14th inst
Shooey-leen	Sept 6	B. str.	192	Mann	Dow and Co.		
South Western	Aug 27	B. str.		Messeroy	Turner and Co.		
Syree	May 30	B. str	83		J. H. Wignall and Co		
Tah-wah	Feb 19	A. str.	145				
Taatlee	Feb 19	A. str.	60	Lowell	Russell and Co		
Viola	Sept 8	Br str	684	Hooper	Jardine, Matheson and Co.	Hongkong	Early
Wan-Loong-Fei		B. str.	600	Robb	Geo. Barnet and Co		
Waratah	Feb 9	B. str.	256	Harris	Moses and Co.		
Wilamette	July 21	Chi. str			P. Conklin		
Wokee	Sept 3	B. str.	411	Orkney	Dow and Co.	Y'ma & H'dadi	Early

39 *Steamers.*]

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch
Abura	June28	B. schr					
Aerolite	Aug 17	B. ship	903	Alleyne	Smith, Kennedy and Co.		
Adeline	Aug 22	B. brig	235	Bamsey	A. R. Tilby and Co.		
Agincourt	Aug 2	B. ship	794	Winchester	Gibb, Livingston and Co.	London	Early
Alexandra	Aug 24	Da sch	195	Ischerselh	Wm. Pustau and Co		
Alice	Aug 17	B bark		Rowe	H. B. Cama and Co		
Alice	Sept 8	Swe.bk	343	Hernod	Oxford and Co.		
America	Aug 29	Bre. bk	441	Koper	Kunst, Röhl and Co		
Amoy Trader	Sept 3	B schr	109	Wricks	Nichol Latimer and Co.		
Amphitrite	Aug 2	Han bg	193	Sehn-bellus	Kunst, Röhl and Co	Newchwang	eld 8 inst
Ann Heren	Sept 1	B. ship	985	Morris	Bourjau Hübener and Co		
Arabia	Aug 21	B ship	840	Henderson	Cama and Co		
Argonaut	Aug 20	Du. bk	351	Dryer	T. Kroes and Co.		
Ariadne	July 18	B. bark	706	Barnes	Smith, Kennedy and Co.		
Ark	May 21	A bark	266	Luce	Augustine Heard and Co		
Ashmore	Sept 7	B bark	450	Jenkins	Dow and Co.		
Aurelia	Aug 2	B. bark	525	Wilson	E. Warden, Agent P. and O. Co		
Avondhu	Aug 11	B. bark	327	Davie	Hogg Brothers	London	Early
Baron Kellner	Aug. 1	Aus. bk	381	Colteh	Siemssen and Co.		
Beemah	July 22	B. ship	887	Johnson	Gilman and Co	London	Early
Belle		B. schr	115				
Boqueyran	Aug 24	Fr bk	369	Freger	Captain		
Brilliant	Aug 5	Sia. bk	300	Euziere	A. R. Tilby and Co.		
Canadian	Aug 20	B. ship	714	Russell	Turner and Co.		
Carita	Sept 1	Old. bg	280	Pearch	Wm. Pustau and Co		
Carrizal	Aug. 1	B. bark	598	Lay	Smith, Kennedy and Co.		
Castle	July 31	Br. bk	375	Gottlieb	A. R. Tilby and Co.	Newchwang	eld 5 inst
Catalpa	Aug 15	A. bark	240	Stevens	Allen and Co		
Canvas Back	Sept 5						
Clara Babuyan	Aug 4	B. bark	357	Errington	Frazar and Co.		
Cleopatra	Aug 21	B. schr	199	Young	Dow and Co.	Yokohama	To-day
Cleveland	Aug 13	B. bark	466	Bannister	Bourjau, Hubener and Co.		
C-bang	Aug 18	B. bark	357	Ackers	A. R. Tilby and Co.		
Codabux	July 31	B. ship	1256	Brady	Cama and Co		
Concurrent	July 16	Da. bk	239	Iwersen	Wm. Pustau and Co	Repairs	
Constance	Aug 4	B. bark	534	Smislin	Fletcher and Co.		
Coringa	Apr 21	B. ship	888	Hubbard	Olyphant and Co.	Liverpool	Early
Countess Russell	Aug 12	B. ship	965	Thompson	Fletcher and Co.		
Courier	Aug 18	B. bark	361	Gross	Geo. Barnet and Co.	Yokohama	To-day
Daniel Webster		A. schr	77		(Pilot's cruising ground)		
David McIvor	June16	B. ship	363	Gaze	Smith, Kennedy and Co.	Liverpool	Early
Delhi	Aug 3	B. ship	675	Sanderson	Smith, Kennedy and Co.		
Demetrio Pario	Aug 4	Aus.bk			Wheelock and Co	Hongkong	Early
Denis Horton	Aug 9	B. bark	706	Mullen	Wm. Pustau and Co	Liverpool	Early
Diligentia	Sept 3	B. ship	650	Poter	Johnson and Co		
D. F. Weber, Sr.	Aug 5	Ha. sh	618	Lieth	Wm. Pustau and Co	Hongkong	Early
E. Renneberg	Aug 29	Ha. bk	393	Dinesen	Oxford and Co.		
Eclipse	Aug 28	Swe bk	360	Agren	Wm. Pustau and Co		
Edith Rose	July 18	A. bark		Wattington	Olyphant and Co.	San Francisco	Early
Ee-Lee	Aug. 1	Sia bk	300	Pounsbery	A. R. Tilby and Co.		
Falcon	Aug 7	B. bark	337	Backer	Dent and Co		
Finzel	July 22	B. bark	487	Morras	Dow and Co.	Liverpool	eld 8 inst
Fiorella	July 25	A. ship	800	Peabody	Olyphant and Co.		
G. C. Love	Aug 21	B. schr	162	Fox	A. R. Tilby and Co.	Hakodadi	Early
Garland	Sept 7	B. schr	103	Carter	Leighton and Co.		
General Morgan	Aug 20	A. schr	138	Lane	Frazar and Co.		
Geo Becker	Sept 6	Mec.bk	107	Behnik	Oxford and Co.		
Glimpse	Aug 2	B. bark	418	Winding	Johnson and Co		
Gottorp	Aug 22	Old. sh	719	Kierischa	Wm. Pustau and Co		
Halcyon		Re.cut					
Her Majesty	Aug 17	B. ship	1112	Seymour	Gibb, Livingston and Co.		
Heros	Aug 3	B. bark	491	Hardmeyer	Oxford and Co.	Hongkong	eld 9 inst
James Miller	Aug 10	A. schr	471	Carbonett	Angel and Co.		
Stanton Junr	July 6	B. ship	724	Johns	Russell and Co		
James Russell	Aug 24	B. ship		Griffith	Hogg Brothers		
John Banks	July 16	B. ship	640	Cobb	Fletcher and Co.	London	eld 8 inst
Kate Hastings	Aug 8	B bark	458	Hounhall	Tien Wo	Newchwang	eld 8 inst
Kirkland	Aug 22	B. bark	295	Colledge	Tuksing and Co.		
L. Andersola	Aug 19	Fr bk	320	Coppermoulen	Nichol Latimer and Co.		
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co.		
Leichardt	June28	B ship	589	Gething	Fletcher and Co.	London	Early
Lizzy Allen	Aug 29	B. schr	325	Staples	Lindsay and Co		
Magenta	Aug 19	A. ship	826	Janurin	Russell and Co		
Mandarin	Sept 6	Nor. bk	218	Kudstad	Wheelock and Co		
Maravi	Aug. 1	B. bark	439	Anderson	David Sassoon, Sons and Co.	London	Early
Mary Crocker	July 7	B bark	573	Stuber	H. B. Cama and Co		
Mermaid	Aug 2	B bark	461	Gibson	A. R. Tilby and Co.		
Nabob	July 6	A. bark	535		Olyphant and Co.		
Napoleon III	June13	B ship	780	Dobbie	Smith, Kennedy and Co.	London	Early
Narciss	Aug 31	Da bg	189	Helifritz	Oxford and Co.		
Nora Greame	Aug 2	B. ship	1001	Bake	Hogg Brothers	Liverpool	Early
O'Thyen	Aug 27	Old. sh	600	Eddika	Bourjau, Hubener and Co.		
Orion	Aug 5	Nor bk	302	Knudsen	Bourjau, Hübener and Co.	Newchwang	To-day
Ottilie	Sept 2	Han.bk	500	Schrame	Wm. Pustau and Co		
Padang Pandjang	Aug 4	Du. bk	523	Kehling	T. Kroes and Co.		
Pallas	Aug 6	Bre. bk	490	Hartmann	Russell and Co		
Palawan	Aug 6	B ship	694	Page	Lindsay and Co		
Patna	Aug. 1	B. bark	325	Lewis	Dent and Co	Liverpool	Early
Prince of Wales	Aug 4	B. schr	238	Crabble	Dow and Co.	New York	Early
Providence	Aug 11	B. bark	316	Lee	Dow and Co.	Liverpool	Early
Pudel	Aug 31	Ha. bk	385	Knickloser	Turner and Co.		
Queen of Nations	July 22	B. ship	846	Mitchell	Smith, Kennedy and Co.	London	Early
Queen of the East	July 31	B ship	841	Rees	Smith, Kennedy and Co.		
Queen of the Ocean	July 25	B ship	674	Ellison	Order		
Quick	Aug 28	B. brig	230	Vibert	Kunst Röhl and Co.		
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co.		
Recife	July 31	B. bark	481	Douglas	Blain, Tate and Co.		
Rifle	Sept 5	B. bark	324	Elliot	Chapman, King and Co.		
Rigi	Aug 21	Fr bk	400	Pontac	Vaucher, Frères		
Rolla	July 3	B. brig	114	Roberts	Hogg Brothers		
Rondee	Aug 2	B. ship	1035	Shelford	A. R. Tilby and Co.		
Sagitta	Aug 29	Du. bk	278	Bakker	T. Kroes and Co.		
Sailor Home	Aug 31	B. ship	1210	Bryant	Order		
Sarah Newman	June16	A. ship	900	Cobb	Augustine Heard and Co.		
Sarah Neumann	July 2	B. ship	1000	Thomas	Johnson and Co.	London	Early
Savoir Faire	Aug 4	B. ship	1396	Melkee	Oxford and Co.	Liverpool	Early
Sebastopol	Mar 16	B. ship	934	Lowther		*Laid up*	
Shooting Star	July 6	Sia. bk	618	Brunn	A. R. Tilby and Co.		
Silas Greenman	June20	Sia. sh	733	Webber	Kunst, Röhl and Co		
Southern Cross	May 23	B ship	668	Whit	Bradwell, Bloor and Co.	London	Early
Southern Empire	June16	B. ship	1142	Dunlop	Dadabhoy and Co	Liverpool	Early
Speedwell	Aug 24	Han.bk		Heck	Jardine, Matheson and Co.		
Spirit of the Deep	Aug 21	B ship	627	Hewitt	Jardine, Matheson and Co.		
Springwood	Aug 21	B. ship	990	Smith	Johnson and Co		
St. George	Aug 5	Sia. bk	350	Andrews	A. R. Tilby and Co.	Chefoo	eld 7 inst
Tofts-Comb	June19	B. ship	673	McPhun	Hogg Brothers	London	Imdt
Tory	Aug 15	B. bark	451	Barron	Cama and Co		
Truro	Aug 4	B. bark	625	Heseltine	Lindsay and Co	Manila	eld 7 inst
Tycoon	July 30	B. bark	271	Burdis	A. R. Tilby and Co.		
Water Lily	Sept 3	B. brig	218	Towers	Angel and Co.	Nagasaki	To-m'row
Waverley	July 1	B. ship	999	Putt	A. Elissen and Co.	London	14th inst
White Eagle	Sept 2	B. ship	993	Williams	Olyphant and Co.		
Wrecker	June18	B. schr	148				
Yaratilda	July 2	B. ship	720	Donough	Lindsay and Co	London	Early

124 *Vessels.*]

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